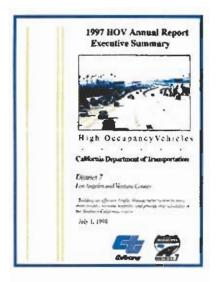


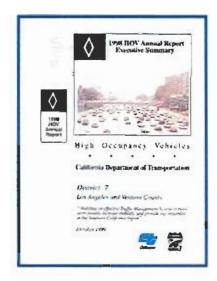
2003 HOV ANNUAL REPORT

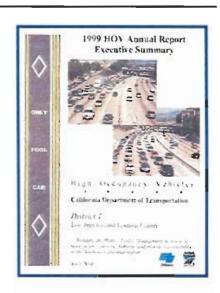
California Department of Transportation

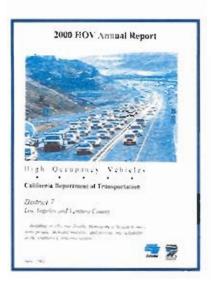
District 7 - Los Angeles and Ventura County

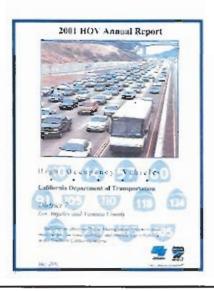


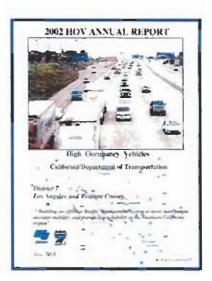












"Building an effective Traffic Management System to move more people, increase mobility, and provide trip reliability in the Southern California region".

EXECUTIVE SUMMARY

The following is a summary of HOV operations for District 7 in the year 2003:

- By the end of 2003, Los Angeles County had 440 lane miles of HOV facilities, or 38% of the total 1159 HOV lane miles in the State of California. The Southern California region of 5 counties (Los Angeles, Ventura, Orange, San Bernardino, and Riverside) were reporting a total of 776 lane miles of HOV, excluding the Route 91 Toll Road in Orange County, which is 40 HOV lane miles.
- On average, HOV facilities in Los Angeles County carried 1300 vehicles per hour or 3100 people per hour, during peak hours. These volumes well exceed the minimum expected volume of 800 vehicles per hour or 1800 people per hour, as specified in the HOV Guidelines for Planning, Design, and Operations.
- On average, the person-trip volume of an HOV lane was 2.0 times greater than that of a mixed-flow lane during peak hours. (i.e., 2.0 regular lanes are needed to carry an equal number of people in the HOV lane.)
- ♦ The average violation rate was 1.10%, which is substantially lower than the preferable rate of below 10%, as specified in the HOV Guidelines for Planning, Design, and Operations.
- ♦ Since 1992, the total number of carpools on freeways with HOV lanes has increased steadily, whereas on freeways without HOV lanes, the total number of carpools has remained relatively constant or decreased. From 1992 to 2002, the data indicates an increase of 74% in the total number of carpools on freeways with HOV lanes for the morning peak 2-hour period. Significant increases in carpools were also observed in the afternoon peak 2-hour period. (For details, see tables and charts titled "Number of Carpools on Freeways.")
- ♦ On average, the peak hour volume was 11%, and the peak 2-hour volume was 20% of the daily HOV traffic volume, excluding the El Monte Busway data, which has the 3+ occupancy requirement during peak hours.
- ◆ The average volume on HOV facilities during peak hours represents a level of service C, while most of the mixed-flow lanes have a level of service E-F during peak hours.
- ◆ The HOV facilities in Los Angeles County carried approximately 306,000 vehicles or 696.000 people per day during 2003.
- On average, HOV lane users saved more than half a minute per mile, compared to mixed-flow traffic during peak hours.
- Some HOV facilities carried over 40% of the entire freeway's people in just 25% of the freeway's space (1 out of 4 lanes), while the adjacent mixed-flow lanes each carried under 20% of the entire freeway's people in the same 25% space.

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ACKNOWLEDGEMENTS

The Annual High Occupancy Vehicle (HOV) Operation Report is prepared by the Office of Freeway Operations, HOV Branch in District 7. The information in this report encompasses all HOV lanes in Los Angeles and Ventura Counties.

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INTRODUCTION

Caltrans, District 7 (Los Angeles/Ventura County) is home to the nation's most extensive High Occupancy Vehicle lane program, which will be adding carpool lanes to virtually every freeway in the Los Angeles area.

The HOV program is the backbone of a multi-modal transportation system. In providing an HOV system, Caltrans is providing the network necessary for the higher level mass transit systems in the future. The HOV system is also the least expensive method or alternative to accommodate economic growth and development.

The 3.9 billion HOV program is designed to quickly increase mobility in the region. HOV lanes are seen as the next logical step in improving freeway efficiency to accommodate future increases in population and traffic.

The central concept of the HOV program is to move more people instead of cars. We cannot build our way out of future growth and congestion, by simply adding more and more lanes. When HOV lanes were introduced in Los Angeles County, the HOV system was designed to:

- a. Increase the person-movement capacity of the freeway
- b. Be cost-effective, by reducing commute costs
- c. Provide rideshare incentives, such as saving time and trip reliability.

The results of these goals improve air quality, conserve energy, increase mobility and efficiency of all trips, and reduce congestion. Even if you are not able to rideshare, adding HOV lanes will help your solo commute, by reducing congestion on all freeway lanes.

The Interstate 10 HOV lane, also known as the El Monte Busway, was a pioneering experiment in determining the value of the HOV lanes. The easterly section opened in January of 1973, and the westerly section joined the system in May of 1974. Originally designed for buses only, carpools with three or more people were allowed a few years later. The Route 10 El Monte Busway lane now carries as many people as three regular traffic lanes during peak hours.

The current District 7 HOV program has an important distinction from the "Diamond Lane" experiment of the 1970s: no traffic lanes are being taken away. Rather, the new HOV lanes are being added to the existing freeways, mostly through re-striping and using part of the freeway median, or outside widening.

When complete, Los Angeles County (District 7) will have more than 300 centerline miles (or over 600 lane miles) of HOV facilities in place. The HOV projects are being designed and constructed using local Proposition C funds, and federal and state funds. The funds are being programmed and administered by the Los Angeles County Metropolitan Transportation Authority.

INTRODUCTION

The minimum number of persons required in a vehicle is two to use HOV lanes, with the exception of the Route 10 El Monte Busway which requires a minimum of three persons during peak hours, and Route 91 Toll Road in Orange County, which requires a minimum of three persons at all times. Motorcycles and certain clean air vehicles with a Department of Motor Vehicles' decal, even those carrying just one person, are allowed to use the HOV lanes, by federal law.

All HOV facilities in Southern California are operated on a 24 hour basis except on State Route 14. Beginning January 1, 2001, an 18 month part-time demonstration project was conducted which allowed solo drivers to use the HOV lanes during non-peak hours. FHWA has agreed with the recommendation of Caltrans to continue with the part-time operation of HOV lanes on SR-14 freeway until such time as needed to convert to full-time.

It has been concluded that a significant growth in carpools occurred only on freeways that added HOV lanes, with the number of carpools remaining relatively constant or decreasing for those freeways without HOV lanes. Getting a solo driver out of his car is the biggest challenge, but Caltrans believes that the formation of a simple 2+ carpool is the first step toward higher levels of mass transit, which is the future goal of transportation. The reduction of drive alone is a complicated subject since new drivers join the freeway everyday and route diversion may account for some of the new carpools, instead of carpool growth. However, freeways in Los Angeles which have added HOV lanes, have shown a significant increase in the number of 2+ vehicles, with some HOV lanes carrying as much as 1600 vehicles in the peak hour. On average, for the year 2003, HOV lane users saved at least 36 seconds per mile, compared to mixed flow traffic during the peak hour.

GENERAL INFORMATION

- **◆ FREEWAYS AND HIGHWAYS IN SOUTHERN CALIFORNIA**
- **+ HOV RAMP METERING AND HOV BYPASS LANES**
- **♦ PARK AND RIDE INFORMATION**
- **+ HOV VIOLATION FINES**

FREEWAYS & HIGHWAYS IN SOUTHERN CALIFORNIA

ROUTE		ROUTE	
LAVEN 01	PACIFIC COAST HWY	LA 90	IMPERIAL HWY MARINA FWY
LA 02	GLENDALE FWY SANTA MONICA BLVD	LA 91	ARTESIA FWY RIVERSIDE FWY
LA 05	GOLDEN STATE FWY SANTA ANA FWY		GARDENA FWY
LA 10	SANTA MONICA FWY SAN BERNARDINO FWY	LAVEN 101	LA - HOLLYWOOD FWY VEN - VENTURA FWY
LA 14	ANTELOPE VALLEY PWY	LA 103	TERMINAL ISLAND FWY
LA 18	PALMDALE RD	LA 105	CENTURY FWY
		LA 107	HAWTHORNE AVE
LA 19 LA 22	ROSEMEAD BLVD GARDEN GROVE FWY	LA 110	HARBOR FWY PASADENA FWY
LAVEN 23	LA - WESTLAKE BLVD VEN - MOORPARK FWY	LAVEN 118	RONALD REAGAN FWY
LA 27	TOPANGA CANYON BLVD	LAVEN 126	VEN - SANTA PAULA FWY/TELEGRAPH RD LA - MAGIC MOUNTAIN PKWY LA - KOREAN WAR VETERANS MEM HWY
VEN 33	OJAI FWY / MARICOPA HWY	LA 133	LAGUNA CANYON RD
VEN 34	SOMIS-LEWIS RD	LA 134	VENTURA FWY
LA 39	ORA - BEACH BLVD L.A AZUSA AVE	LA 138	PEARBLOSSOM HWY
LA 42	MANCHESTER BLVD	LA 142	CARBON CANYON RD
LA 47	VINCENT THOMAS BRIDGE	VEN 150	OJAI SANTA PAULA RD CASSITAS PASS RD
LA 4 9	LANCASTER RD AVENUE D	LA 164	ROSEMEAD BLVD
LA 55	COSTA MESA FWY NEWPORT BLVD	LA 170	HOLLYWOOD FWY
LA 57	ORANGE FWY	LA 187	VENICE BLVD
LA 60	POMONA FWY	LA 210	FOOTHILL FWY
LA 66	FOOTHILL BLVD	LA 213	WESTERN AVE
LA 71	CORONA EXPRESSWAY	VEN 232	VINEYARD AVE
LA 72	WHITTIER BLVD	LA 405	SAN DIEGO FWY
LA 73	73 FWY	LA 605	SAN GABRIEL RIVER FWY
LA 74	·	LA 710	LONG BEACH FWY
LA 14	ORTEGA HWY		

HOV RAMP METERING AND HOV BYPASS LANES

There are 870 on-ramps and 19 freeway-to-freeway connectors that are metered in Los Angeles and Ventura Counties; of which, 360 have separate HOV bypass lanes, where the HOVs do not have to stop at the ramp meter signal. Ramp metering is one of the traffic management tools to regulate the flow of traffic entering the freeways during the peak traffic hours. Ramp metering will:

- a. Smooth the overall flow of freeway traffic
- b. Accommodate more vehicles per hour on the freeway
- c. Decrease commuting travel times
- d. Increase safety on the freeway

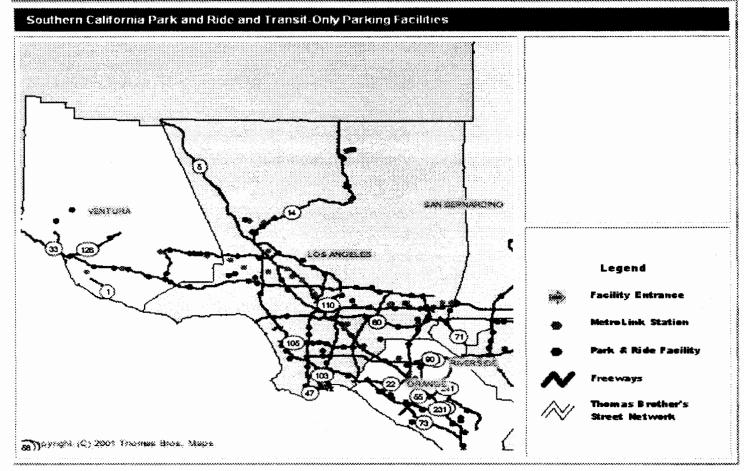
Ramp metering reduces traffic congestion on the freeway. This increases the capacity of the mixed flow lane and enables traffic to flow at greater speeds. The number of traffic accidents are reduced as well. Freeway congestion is most often caused by a bottleneck, where the freeway demand exceeds the freeway capacity. This condition usually occurs during the weekday peak hours, but some freeways experience congestion during the mid-day and some on weekends. When the demand exceeds the capacity, congestion creates queues of stop-and-go traffic, and ramp metering limits the amount of traffic entering the freeway so that the demand at the bottleneck does not exceed the capacity. A free-flowing traffic lane can carry 33% more cars than a congested lane. It is in the interest of all the public to keep the freeways moving freely.

On weekdays, the meters operate 4 to 6 hours during the peak traffic periods. Some ramps are also metered during the mid-day hours, and some are even metered on weekends. The rate at which cars are allowed onto the freeway is determined by the ramp volume, as well as the volume on the freeway. The mainline responsive controllers react to the volumes on the freeway, such that if the volumes decrease significantly, then the meter will adjust and allow more cars onto the freeway. If the freeway volumes are very light, the meter may go to continuous green.

Projects within freeway segments identified in the Ramp Meter Development Plan should include provisions for ramp metering. However, there are ramp locations that are not metered, due to the heavy volume of traffic and/or insufficient storage area for the metered vehicles. The average cost for a complete installation of a ramp meter is approximately \$50,000.

Q. Where can I get park and ride information?

- A. 1. Call 1-800-COMMUTE, or 1-800-266-6883.
 - 2. Refer to Thomas Guide, "Los Angeles points of interest".
 - 3. For the most comprehensive information about park and ride lots, go to SCAG site: http://mapsvr.scag.ca.gov/parkride/, linked to district 7 commuters information site.



Q. How many park and ride lots in District 7?

A. There are 109 park and ride lots in Los Angeles and Ventura county.

Operator:Caltrans

64 lots

....Private/Public

45 lots

Q. Who maintains state owned park and ride lots?

A. Caltrans maintenance.

Q. What is the purpose of the goodwill donation centers at some of the park and ride lots?

A. To provide presence to the lot, and also to help with general maintenance.

Q. What is the purpose of the bike lockers at some of the park and ride lots?

A. To provide storage facility to commuting bicycling public.

For any additional questions, please call park and ride unit at (213) 897-4057.

HOV VIOLATION FINES

The Judicial Council of California sets the fines and maintains the Uniform Bail and Penalty Schedule (UBPS) for traffic violations. In that schedule the fine is \$340 for violation of Section 21655.5(b) of the Vehicle Code.

The minimum fine is comprised of:

- (a) Section 1464 of the Penal Code setting \$220 plus a \$20 surcharge.
- (b) Section 42001.11 of the Vehicle Code setting a \$100 minimum to \$150 maximum for first offense, \$150 min to 200 max for second offense within 1 year, and \$250 to \$500 for third offense within 2 years.
- (c) The additional \$1 assessment is under Section 42006 of the Vehicle Code for counties that have night court.

In addition, counties can assess an additional \$10 for administration, at the discretion of the county's board of supervisors, under Section 40508.6 of the Vehicle Code. Also, Section 1463.28 of the Penal Code provides for 30 counties to exceed fines scheduled in the UBPS.

- \$341 Minimum fine for first offense.
- \$491 Minimum fine for second offense within one year.
- \$741 Minimum fine for third offense within two years.

SUMMARY OF HOV FACILITIES

- **SUMMARY OF HOV OPERATIONS**
- **STATUS OF HOV PROJECTS**
- **+ CURRENT HOV VOLUMES**
- ◆ TRAVEL TIME DATA (HOV Lane Time Savings)
- ◆ TOTAL NUMBER OF CARPOOLS ON FREEWAYS (Comparison of Freeways with HOV Lanes vs. Freeways without HOV lanes)
- + CHANGES IN 2002 2003
- **♦ HOV PROJECTS SCHEDULED FOR COMPLETION IN 2004 2005**

SUMMARY OF HOV OPERATIONS

The following is a summary of HOV operations for District 7 in the year 2003:

- By the end of 2003, Los Angeles County had 440 lane miles of HOV facilities, or 38% of the total 1159 HOV lane miles in the State of California. The Southern California region of 5 counties (Los Angeles, Ventura, Orange, San Bernardino, and Riverside) were reporting a total of 776 lane miles of HOV, excluding the Route 91 Toll Road in Orange County, which is 40 HOV lane miles.
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STATUS OF HOV PROJECTS

ROUTE	E.A.	COST	1		FREEWAY I	MILES	
		\$ (MIL)	IN SERVICE	IN CONST.	IN DESIGN	IN PLANNING	OPENING DATE
LA-10 17.0/28.0 Alameda to El Monte		58.00	11.00				1973
LA-91 6.4/16.7 Rte 110 to Rte 605 E/B					 -	 	06/10/85
LA-91 6.4/16.7 Rte 110 to Rte 605 W/B	115864	1.80	10.30	<u> </u>			03/11/93
LA-405 13.0/20.7 Rte 110 to 120th St.	106734	8.30	7.70				04/08/93
LA-405 SB 0.0/2.2 Beliflower to Rte 605		4.80			 		10/2/93(6/97)
LA-105 2.2/18.2 Rte 405 to Rte 605	-	230.00	16.00				10/14/93
LA-210 25.0/43.5 Rte 134 to Sunflower Ave.	129104	8.90	18.50			 	12/16/93
LA-405 20.2/22.2 120th St. to Century Blvd.	105 CC0		2.00				01/94
LA-91 16.7/20.7 Rte 605 to Co. line (S)	115834	0.90	4.00				11/94
LA-134 0.0/5.1 Rte 101/170 to Rte 5	120284	6.60	5.10				10/02/95
LA-170 14.5/20.6 Rte 101/134 to Rte 5	120274	7.30	6.10				02/11/96
LA-134 5.5/9.7 Rte 5 to Rte 2	107734	5.00	4.20			 	03/12/96
LA-210 HOV Ramps at Fair Oaks	019594	4.00	0.40			 	05/30/96
LA-110 9.8/20.5 Rte 91 to Adams Blvd.(Elev)	013334	344.00	10.70				6/26/96(7/97)
LA-134 9.7/13.3 Rte 2 to Rte 210	118504	7.80	3.60			 	08/30/96
LA-405 38.5/48.6 Rte 101 to Rte 5	120334	15.10	10.10			 	10/22/96
LA-10 28.0/31.1 Baldwin to Rte 605 (S)	008061	6.60	STAGE 1			 	Median Barrier
LA-10 31.1/33.5 Rte 605 to Puente (S)	005881	0.00	STAGE 1			<u> </u>	Median Barrier
LA-118 0.0/11.4 Ven Co Line to Rte 5 (S)	115054	23.20	11.40				Median Barrier 03/0/7/97
	119394	14.10	7.00				
LA-605 3.8/10.8 South. St. to Telgrph Rd. LA-57 0.0/4.5 Co line to Rte 60	115034	18.20	4.50				04/02/97
	119981						08/22/97
LA-30 0.0/2.3 Sunflower to Fthill Blvd.		7.00	2.30		ļ		09/08/97
LA-405 0.0/7.6 Ora Co line to Rte 710 (S)	116874	29.70	7.60			<u> </u>	02/12/98
LA-605 10.8/20.7 Telgrph Rd to Rte 10	119944	17.30	9.90			 	04/03/98
LA-14 27.0/33.4 SF Rd. to Sand Cny (S)	116204	23.80	6.40				05/05/98
LA-405 7.6/13.7 Rte 710 to Rte 110	115174	28.20	6.10	ļ			10/08/98
LA-60 23.0/25.4 Brea Cny to Rte 57 N	119234	5.50	2.40				02/02/99
LA-60 25.4/30.5 57 N to Co. line	115044	20.80	5.10	L			02/02/99
LA-14 33.4/43.3 Sand Cny to Escondido (S)	125604	31.80	9.90	ļ			09/23/99
LA-605 0.0/3.8 Ora. Co. Line to South St.	1347U4	12.40	3.80			ļ	03/01
LA-405 31.9/39.7 S/B Only Waterford to Rte 101	1667U4	15.30	7.80				01/08/02
LA-14 43.3/54.5 Escondido to Pearlblsm	117104	27.50	11.20				07/29/02
LA-14 24.8/27.1 Rte 5 to S.F. Road	119844	5.40	2.30				08/03/02
LA-210 2.3/8.3 Foothill Bl. to SBD Co. Line	105014	91.00	6.00			<u> </u>	11/24/02
LA-10 42.4/48.3 Rte 57 to SBD Co. Line	122404	77.20	5.90				11/13//03
LA-10 28.0/31.2 Baldwin to Rte 605		51.70		3.20			08/05
LA-405 21.3/26.4 Century to Rte 90	1198U4	30.70		5.10			12/05
LA-60 22.4R/25.0R (57/60 Direct Connector)	1257U3	57.40		2.60	<u> </u>		08/07
LA-5 39.4/45.6 Rte 118 to Rte 14	122001	25.10			6.20		09/06
LA-405 25.9/29.5 Rte 90 to Rte 10	1178U1	105.90			3.60		07/07
LA-14 54.5R/60.7R Pearlbism to Ave P-8	125201	25.70			6.20		09/07
LA-60 11.7/23.0R Rte 605 to Brea Canyon Rd	129401	69.80			11.30		01/08
LA-71 0.5/4.5 Express-Freeway Conversion	210601	147.80			4.00		02/09
LA-5 36.4/39.4 Rte 170 to Rte 118	121901	124.10			3.00		12/09
LA-5 26.7/36.4 Rte 134 to Rte 170	121801	149.80			9.70		02/10
LA-10 31.2/33.4 Rte 605 to Puente Ave.	117071	93.00			2.20		07/10
LA-5 44.3R/45.9R (5/14 Direct Connector)	168001	63.40			1.60		11/12
LA-710 26.5/32.7R Rte 10 to Rte 210	020090				6.20		
LA-10 33.4/37.5 Puente Ave to Citrus St	117081	92.50				4.10	07/13
LA-10 37.5/42.4 Citrus St to Rte 57	119341	103.70				4.90	07/13
LA-405 29.5/39.5 Rte 10 to Rte 101	120300	610.00				10.00	03/18
LA-5 22.6/27.1 Rte 2 to Rte 134	12120K	136.00	Non-Programn	red		4.50	03/09 (RTL)
LA-5 18.4/22.4 Rte 10 to Rte 2	12160K	158.00	Non-Programn	ned		4.00	03/09 (RTL)
LA-10 5.5/14.8 Rte 405 to Rte 110	12340K	155.00]	1	9.30	06/16 (RTL)
LA-5 0.0/14.6 Ora Co. Line to Rte 710 (Ultimate)	2159A0	570.00				14.60	
COLOR MAP SUBTOTAL - INTEGRATED PLAN			219.30	10.90	54.00	51.40	335.60
S = Stip Project, State money involved	No 'S' = P		eral money invo		RTL = Ready 1		Rev Date 06/30/04

RTL = Ready to List

CURRENT HOV VOLUMES "

HOV LANE CAPACITY IS 1650 VPH

2003

Route	Location	Post Mile	Count Date	2+ Peak Hour Volume	3+ Peak Hr Volume	Dir.	HOV Lane Peak Hour	Peak 2 Hr HOV Volume	Occupancy Requirement	Peak Period Violation Rate	HOV ADT (vehicles)	Corridor HOV ADT
10	Jackson Ave.	25.09	2-4-04		1326	W/B	7:00-8:00 A.M.	2527	3+ (2+ off peak)	3.42%	12595	23989
	Jackson Ave.	25.09	2-10-04	1	1066	E/B	4:15-5:15 P.M.	2112	3+ (2+ off peak)	16.65%	11394	
14	Golden Valley Rd.	29.68	9-10-03	1456	203	S/B	6:30-7:30 A.M.	2212	2+ (1+ off peak)	0.14%	5277	14867
	Golden Valley Rd.	29.68	9-6-03	1010	175	N/B	4:00-5:00 P.M.	1843	2+ (1+ off peak)	0.00%	9590	1001
47	Pathfinder Rd.	3.16	9-17-03	1295	120	S/B	7:00-8:00 A.M.	2379	2+	0.77%	10985	71438
,,	Pathfinder Rd.	3.16	9-16-03	1151	160	N/B	3:45-4:45 P.M.	2219	2+	1.12%	10553	95617
09	Phillips Ranch Rd.	28.04	1-22-04	1281	196	W/B	6:45-7:45 A.M.	2429	7+	%00'0	15407	7,61,61
90	Phillips Ranch Rd.	28.04	10-7-03	1043	125	E/B	3:15-4:15 P.M.	2067	2+	0.10%	9744	10107
0.1	Wilmington Ave.	9.16	3-3-04	1405	101	W/B	7:00-8:00 A.M.	2643	2+	0.43%	7184	16390
* ,	Wilmington Ave.	9.16	3-16-04	006	137	E/B	4:15-5:15 P.M.	1692	2+	0.22%	9206	06501
105	Long Beach Blvd.	11.51	1-15-04	1441	205	W/B	6:30-7:30 A.M.	2742	+2	1.57%	12929	27330
COL	Long Beach Blvd.	11.51	1-13-04	1272	170	E/B	3:15-4:15 P.M.	2246	2+	0.63%	14400	67617
110*	Slauson Ave.	17.98	3-4-04	3056	245	N/B	7:00-8:00 A.M.	5745	2+	0.20%	28811	47910
110	Slauson Ave.	17.98	3-2-04	2382	189	S/B	4:30-5:30 P.M.	4612	7+	0.04%	29008	61976
118	Reseda Blvd.	5.81	9-25-03	1338	183	W/B	6:45-7:45 A.M.	2342	2+	0.52%	5841	11637
110	Reseda Blvd.	5.81	9-10-03	1320	162	E/B	4:30-5:30 P.M.	2297	2+	%00.0	5796	11037
134	Jackson St.	7.41	10-1-03	719	76		7:30-8:30 A.M.	1285	2+	%69'0	6057	12702
121	Jackson St.	7.41	9-17-03	878	74	E/B	4:15-5:15 P.M.	1625	2+	0.11%	7646	COLCI
170	Sherman Way	18.27	10-9-03	926	156	S/B	7:00-8:00 A.M.	1722	2+	0.71%	4777	7808
	Sherman Way	18.27	1-21-04	682	72	N/B	4:30-5:30 P.M.	1255	2+	0.00%	4208	6969
	Wilson Ave.	26.57	1-14-04	853	52	W/B	7:15-8:15 A.M.	1547	2+	0.12%	15630	37410
210	Wilson Ave.	26.57	1-28-04	1270	117	E/B	3:30-4:30 P.M.	2418	2+	0.08%	16780	22410
	Second St.	39.12	9-24-03	1490	178	W/B	6:30-7:30 A.M.	2962	2+	1.59%	10723	
	Second St.	39.12	9-23-03	1475	235	E/B	4:30-5:30 P.M.	2560	2+	0.27%	5811	
	Normandie Ave.	13.81	2-5-04	1565	203	N/B	6:30-7:30 A.M.	2871	2+	0.38%	14247	37,77
404	Normandie Ave.	13.81	10-8-03	1269	216	S/B	4:30-5:30 P.M.	2315	2+	0.39%	13429	01017
2	Burbank Bivd.	40.28	2-4-04	1246	165	S/B	6:30-7:30 A.M.	2322	2+	0.32%	9141	
	Burbank Blvd.	40.28	2-3-04	949	138		4:15-5:15 P.M.	1818	2+	0.32%	8095	
808	Beverly Blvd.	14.42	3-10-04	1395	159	S/B	7:00-8:00 A.M.	2652	2+	0.07%	11441	24024
	Beverly Blvd.	14.41	3-9-04	1402	140	N/B	4:30-5:30 P.M.	2739	2+	0.07%	13484	67647
Average oc	Average occupancy for a 2+ facility is 2.2 and for a 3+ is 3.1 (excluding buses)	y Is 2.2 and	for a 3+ is 3.1	(excluding buse	·s).				Tot	Total Vehicles / Day	ау	306419

Average occupancy for a 2+ facility is 2.2 and for a 3+ is 3.1 (excluding buses). Note: ADT data is not necessarily taken at the same count locations.

695712

Total People / Day

^{* 2} lane HOV facility.

^{**} Volume for Carpools, Vanpools, Motorcycles, and Buses. Excluding Violators.

Travel Time Data (HOV Lane Time Savings)

HOV LANE TIME SAVINGS	17 min 46 sec. * 14 min 49 sec. *	08 mln 15 sec. **** 07 mln 14 sec. ****	06 min 18 sec. 04 min 51 sec.	00 mln 58 sec. 01 mln 01 sec.	08 min 43 sec. ***** 17 min 19 sec. *****	04 mln 01 sec. 02 mln 44 sec.	16 min 31 sec. 04 min 57 sec.	04 min 49 sec. *** 02 min 46 sec. ***	00 mln 48 sec. 05 mln 19 sec.	00 mln 40 sec. 01 min 46 sec.	02 mln 39 sec. 10 mln 19 sec.	06 mln 44 sec. ** 11 min 51 sec. **	20 mln 56 sec. ** 06 min 01 sec.	05 min 51 sec ***********************************	10 min 33 sec. 24 min 31 sec.
TRAVEL TIME	11 min 42 sec. 11 min 32 sec.	24 min 08 sec. 25 min 49 sec.	05 min 10 sec. 08 min 20 sec.	04 min 50 sec. 06 min 03 sec.	06 min 45 sec. 11 min 08 sec.	21 min 19 sec. 27 min 02 sec.	10 min 33 sec. 08 min 39 sec.	10 min 04 sec. 09 min 45 sec.	06 min 25 sec. 04 min 53 sec.	03 min 53 sec. 07 min 22 sec.	05 min 30 sec. 05 min 43 sec.	30 min 28 sec. 45 min 43 sec.	28 min 37 sec. 11 min 55 sec.	21 min 35 sec. 29 min 23 sec.	19 min 18 sec. 18 min 04 sec.
TRAVE Mixed Flow	29 min 28 sec. 26 min 05 sec.	32 min 23 sec. 33 min 03 sec.	11 min 28 sec. 13 min 11 sec.	05 min 48 sec. 07 min 04 sec.	15 min 28 sec. 28 min 27 sec.	25 min 20 sec. 29 min 46 sec.	27 min 04 sec. 13 min 36 sec.	14 min 53 sec. 12 min 31 sec.	07 min 13 sec. 10 min 12 sec.	04 min 33 sec. 09 min 08 sec.	06 min 09 sec 16 min 02 sec.	37 min 12 sec. 57 min 34 sec.	49 min 33 sec. 17 min 56 sec.	27 min 26 sec. 43 min 29 sec.	29 min 51 sec. 42 min 35 sec.
PEAK DIRECTION	Westbound (AM) Eastbound (PM)	Southbound (AM) Northbound (PM)	Southbound (AM) Northbound (PM)	Westbound (AM) Eastbound (PM)	Westbound (AM) Eastbound (PM)	Westbound (AM) Eastbound (PM)	Northbound (AM) Southbound (PM)	Westbound (AM) Eastbound (PM)	Westbound (AM) Eastbound (PM)	Westbound (AM) Eastbound (PM)	Southbound (AM) Northbound (PM)	Westbound (AM) Eastbound (PM)	Southbound (AM) Northbound (PM)	Northbound (AM) Southbound (PM)	Southbound (AM) Northbound (PM)
LENGTH	11 mi.	29.8 mi.	4.5 mi.	7.5 mi.	14.3 mi.	16 mi.	10.7 mi.	11.4 mi.	7.8 mi.	5.1 mi.	6.1 mi.	26.8 mi.	17.9 mi. 10.1 mi.	25.6 mi.	20.7 mi.
LIMITS	Alameda to El Monte	Route 5 to Pearblossom	Route 60 to Orange Co. Line	Brea Canyon to S.B. Co. Line	Route 110 to Orange Co. Line	Route 405 to Route 605	Route 91 to Adams Blvd	Route 5 to Ventura Co. Line	Route 5 to Route 210	Route 101/170 to Route 5	Route 101/134 to Route 5	Route 134 to S.B. Co. Line	Route 5 to Waterford Route 101 to Route 5	Century Blvd to Orange Co. Line	Orange Co. Line to Route 10
ROUTE	10 / San Bernardino Freeway	14 / Antelope Valley Freeway	57 / Orange Freeway	60 / Pomona Freeway	91 / Artesia Freeway	105 / Century Freeway	110 / Harbor Freeway	118 / Simi Valley Freeway	134 / Ventura Freeway	134 / Ventura Freeway	170 / Hollywood Freeway	210 / Foothill Freeway	405 / San Diego Freeway	405 / San Diego Freeway	605 / San Gabriel River Freeway

Data collected Tuesday, Wednesday, or Thursday in the peak direction during the week of May 3rd, 11th, 17th, 24th, 31st, June 7th, 14th, 21st, and 28th, 2004. Travel time runs conducted at 8am and 5pm in the peak direction

Effective 7/24/00, 3 or more persons per vehicle required during peak hours (5-9 a.m.; 4-7 p.m.; Mon - Fri.)
In operation for less than three years. (Route 210... from Foothill Blvd. to SBD Co. Line; Route 405... From Waterford to Rte 101 S/B only)

This project included the addition of an HOV lane and regular freeway lane.

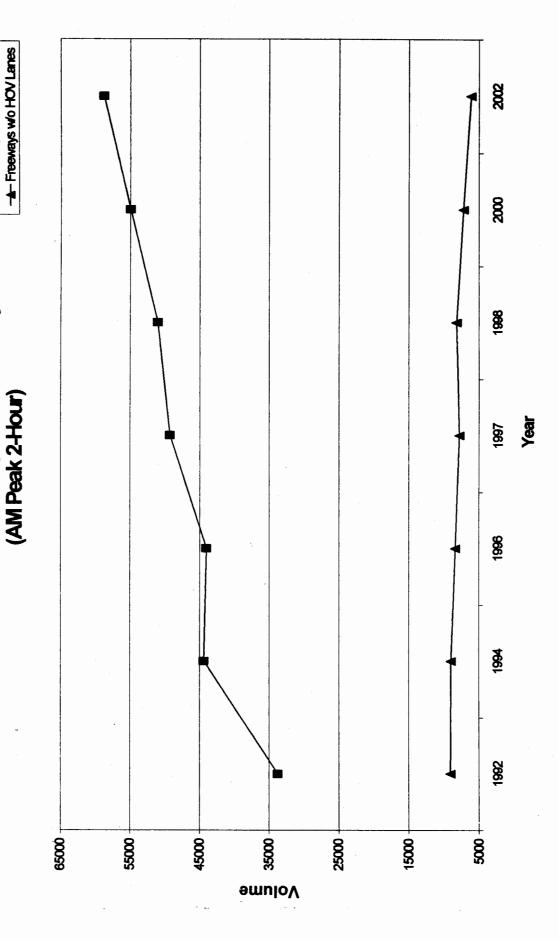
^{***} In operation for less than 3 yrs.; and part-time use of HOV lanes effective 01/01/01 (2+ during peak hours S/B 5-9am; N/B 3-7pm).
**** Temporary HOV lane closure from Beliflower Blvd. to Ora. Co. Line. Travel time study was conducted from Route 110 to Beliflower Blvd. (9 mi.)
****** Temporary HOV lane closure from Rte 105 to Century Blvd. Travel time study was conducted from Ora. Co. Line to Rte 105 (21.3 ml.)

Number of Carpools on Freeways (AM Peak 2-Hour)

		Length	Opening			S	AM Number of C	AM Peak 2-Hour of Carpools in HOV lanes	our n HOV lar	les			Total	AM Peak 2-Hour Total Number of Carpools on freeway	AM Peak 2-Hour ber of Carpools	our ols on fre	eway		_
-	Route	of HOV Lanes	Date of HOV Lanes	Location	Base Year 1992	1994	1996	1997	1998	2000	2002	Base Year 1992	1994	1996	1881	1998	2000	2002	
	. 0	44 Miles	£7-nel.	Warwick	2312	1849	1139	1813	1475	1683	1762	2362	2294	1219	1893	1550	1768	1817	_
	2			Jackson	1722	1722	1879	2022	1430	1870	2074	1812	1812	1969	2062	1476	1895	2119	
	14	8.4 Miles	May-98	Golden Valley	•	•	•		1491	2099	2184	1290	1834	1174	1971	1971	2718	2503	
	57	4.5 Miles	Aug-97	Pathfinder		,	•	1777	1615	2006	2168	1420	1660	1315	2327	2360	2271	2478	
	09	7.5 Miles	Feb-99	Phillips Ranch		'	•		•	2548	2657	945	945	945	514	1121	2843	3262	_
	ā	14.3 Miles	Mar.93	Wilmington	•	1120	1952	2434	2209	2679	2361	2185	2875	2777	3394	3079	3599	3191	_
				Bloomfleid			1449	2011	1622	1838	2654	2105	1580	2504	2846	2557	2663	3184	_
	404	A MILE	66-120	Lakewood	'	1674	2232	2419	2134	2402	2370		2642	2787	2539	2629	2942	2843	
	3			Long Beach		2444	2679	3086	2908	2893	2931	1	3010	3395	3382	3242	3294	3246	
	110 *	10.7 Miles	36-unc	Slauson			3084	4722	5199	6427	5699	2585	3110	4144	5307	5754	6992	6334	
_	118	11 4 Miles	Mar-97	Reseda	-		•	598	1004	1197	1905	1519	1391	1220	1733	1909	1597	3235	
	2			Porter Ranch	•	•		549	946	793	1068	1264	1628	1283	1439	1836	2013	1813	
_	767	201111001	Oct-95	Jackson			810	1273	1260	1146	1356	2165	2320	2540	2408	3075	1961	2571	
	2	17.9 miles	Mar-98	Pass		•	1016	1036	1017	1071	1572	1760	2195	1721	1811	1722	2041	2457	
	170	8.1 Miles	Feb-98	Sherman Way	•	'	1102	1277	1334	1503	1415	1650	2150	2137	2187	2454	2303	3210	
	240	18 5 Miles	20-JeC	2nd St.		2338	2721	2605	2775	2608	2648	2215	3833	3801	3425	3460	3158	3058	
	2			Wilson		2186	1963	1963	1807	1926	1860	3390	3392	3667	3667	3601	2958	2952	
	408	10.1 Miles	Oct-96	Burbank	,	•	1529	1826	1851	1576	2361	1495	2115	2084	2451	2581	1901	3291	
		11.9 Miles	Apr-93	Normandle	•	1021	1578		2034	2638	2616	2311	2311	2238	1760	2294	3073	2876	
	605	18.9 Miles	Apr-97	Beverly				949	949	2369	2323	1280	1280	1095	2150	2369	2959	2548	
			Total		4034	14354	25133	32360	35060	43272	45984	33753	44377	44015	49266	51040	54949	58788	
		% Change	% Change From Base Year	Year								•	31%	%0£	46%	81%	63%	7 %	
_	2			Trentway								2070	1230	1230	1675	1870	1785	1425	
-	9			Greenwood								2370	2280	2030	2065	1425	1690	1305	
	101			Encino								2140	3036	2592	2508	2508	2262	2496	
ليب	710			Gage								2465	2400	2500	1535	2585	1460	875	
			Total									9045	8946	8352	7783	8188	7197	6101	
		% Change	% Change From Base Year	rear								•	-1%	-8%	.14%	ş	-20%	%8 %	
4																			_

Note: For statistical purposes, if the data of the year is not available and the facility was open at the time, the data for the following year is used.

^{*} Volume for Carpools, Vanpools, and Buses. All other volumes are Carpools and Vanpools only.



The volume on freeways w/ HOV larse is the total carpool volume at various locations on freeways, H10, SR-14, SR-57, SR-60, SR-91, H105, I-110, SR-118, SR-134, SR-170, I-210, I-405, and I-605. The volume on freeways w/o HOV larses is the total carpool volume at various locations on freeways, SR-2, H5, US-101, and I-710. ... 20 20

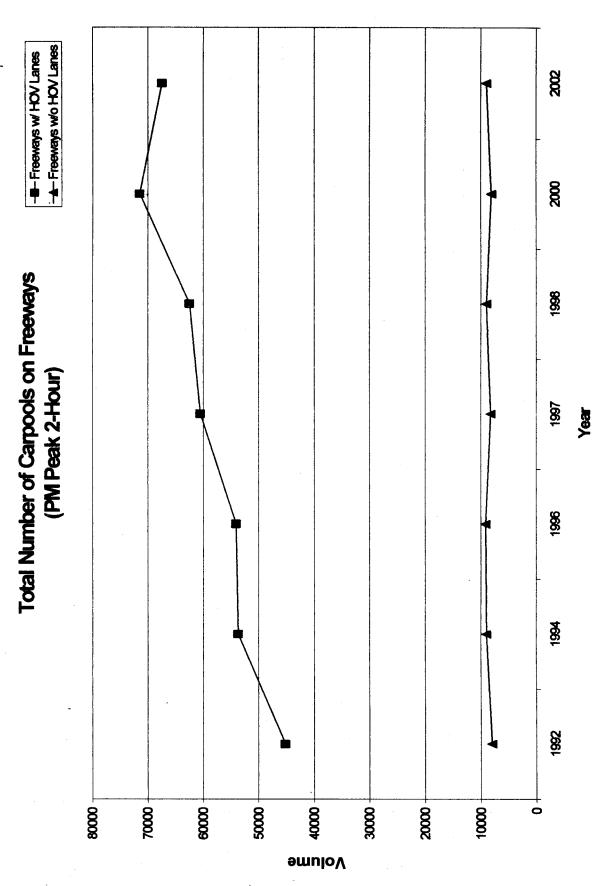
-E-Freeways w/ HOV Lanes

Total Number of Carpools on Freeways

Number of Carpools on Freeways (PM Peak 2-Hour)

Warnick 1969 1967 1869 2000 2002 1969 1969 1867 1869 1867 1869 1867 1869 1867 1869 1867 1869 1867 1869 1867 1869 1867 1869 1867 1869 1867 1869 1867 1869 1867 1869 1867 1869 1867 1869 1867 1869 1867 1869 1867 1869 1867 1869 1867 1869	Length		Opening			Ž	PM mber of C	Number of Carpools in HOV lanes	HOV lane			1	Total	PM Peak 24lour Total Number of Carpools on freeway	PM Peak 2-Hour ber of Carpools	on freew		
Secondary 1962 1962 1967 1869 2104 2105 2205 2207 2115 1804 1809 1700 2718 2100 2718 2100 2718 2100 2718 2100 2718 2100 2718 2100 2718 2100 2718 2100 2718 2100 2718 27	HOV Dame of	HOV Lane			Year 1992	1894	1896	1967	1996	2000	2002	Year 1992	1884	1996	1987	1996	2000	2002
March Marc	11 Miles	T del	١.	Warwick	1956	1789	1858	1697	1878	2194	2102	2550	2377	2113	1802	2100	2739	2802
Part	_		,	Jackson	1972	1972	1709	1253	1575	1926	2280	2322	2322	1834	1383	1740	2478	2860
1	6.4 Miles May	May	8	Golden Valley		•	•	•	1828	2047	2080	1768	1460	1834	3088	3088	3282	2568
	4.5 Miles Au	Au	19-0	Pathfinder	•			2020	1590	2397	2196	2305	2505	1475	2970	2815	3427	3151
Minister 2003	7.5 Miles Fe	Ē	88-9	Phillips Ranch					•	2434	2352	1369	1369	1369	1901	1901	3509	3837
general 1.50 1420 2617 2620 2105 2117 2620 2117 2105 1757 2105 1757 2105 1757 2105 1757 2105 1757 2105 2105 2105 2120 2120 2105 2105 2105 2105 2105 2105 2105 2105 2107 2105 2105 2107 2105 2107 2105 2107 2105 2107 2106 2107 2106 2107 2108 2108 2108 2108 2100 2100 2100 2100		_		Wilmington	2683	1125	2657	2282	2378	2669	2242	4853	2975	2881	3332	3828	3754	3382
serood 1757 2105 1706 2005 2127 2540 3145 2776 2003 3040 3145 2770 2003 3040 3147 2543 2565 3541 3455 2071 3207 3402 3001 3402 3402 3603 3402 3603 3402 3403 3403 3402 3603 36			2	Artesia			1926	1630	1432	2617	2804	2655	2110	3821	3170	3252	3837	3989
gBasch 1 2176 2841 2843 2856 3841 3426 2971 2870 3841 3426 2971 2870 370 470 560 5544 6322 ede 1 278 3351 3904 4967 4677 3270 3270 4706 560 5544 6323 marken 1	o o line	-	8	Lakewood		1757	2105	1795	2055	2127	2320	•	3145	2776	2823	3063	3031	3059
sede		3	3	Long Beach		2178	2637	2412	2517	2543	2555	•	3541	3425	2971	3297	3402	3151
kin 1 7 7 1	10.7 Miles	<u> </u>	\$	Slauson			2788	3351	3904	4987	4677	3270	3270	4708	5096	5544	6332	5902
Lizon 1200 1411 1553 1816 1186 2420 2450 2461 2701 3040 man Way 1200 1401 1547 1631 1553 3020 2420 2555 2781 3717 3046 man Way 2451 2422 2751 2681 1684 3784 2486 2023 2369 2437 2038 2771 3046 bin 2209 2524 2776 2681 2824 2846 3150 4686 4002 4381 5786 2437 2038 bin 2209 2524 2776 2691 2284 2460 3462 4759 4816 5786 3496 4529 3460 bin 1586 1586 1286 1286 1286 2203 2205 2216 2816 3569 3761 3461 3569 3761 3461 bin 1586 1586 1586 1286 1286	L	L	1	Resade				782	844	1478	1781	1609	1609	1811	1822	2054	3218	3166
mandle 1 5016 1461 1547 1891 1553 3020 2450 2555 2781 3717 3046 mann Way 1 1066 1072 1075 1411 1337 1865 2445 2486 2357 2202 2716 2716 2717 3717 3160 2445 2448 2357 2250 2716 2717 3150 4866 4002 2437 2038 2716 2008 2717 2705 2025 2023 2350 2437 2038 2008 2806 2450 2450 2450 2460 4866 4002 4819 4816 5786 2437 2038 bank 1 150 1 252 2751 2705 2205 2816 2869 3746 4686 4002 4816 5786 3746 4686 4002 4819 4816 5786 3746 4816 4816 5786 3746 4816 4816 5786 3746 4816			è	Porter Rench				766	751	1315	1818	1884	2126	1789	2461	2301	3090	3233
manule 1006 1072 1017 1411 1337 1965 2445 2486 2357 2350 2716 St. 2451 2461 1007 986 978 1915 2025 2023 2359 2477 2036 St. 2451 2462 2751 2683 3245 2460 3150 4686 4002 4381 3969 2450 2036 bank 2209 2524 2776 2603 3245 2460 3422 4759 4816 5788 5273 5459 bank 7 2206 2271 2705 3216 2869 3669 3746 enty 1 1569 1586 2372 2205 2816 3659 3669 3746 enty 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	_	_	ct-95	Jackson			1200	1491	1547	1831	1553	3020	2420	2555	2781	3717	3048	3083
St. 2451 2422 2751 2681 1097 988 978 1915 2025 2437 2089 2450 2489 4002 4381 3906 4539 St. 2204 2751 2264 2751 2260 3432 4759 4816 5788 5273 5450 bank 1536 1546 2776 2260 2271 2705 2215 2866 3069 3568 3746 mandle 1536 1536 1536 2717 2773 2705 2205 2216 2863 3659 3746 erry 1586 1286 2717 2783 2205 2205 2816 2721 3757 erry 15015 2843 2864 4817 54087 60528 62474 71495 erry 1561 2864 3816 3120 2865 3042 3144 3166 erry 1645	N N N N N N N N N N N N N N N N N N N		96-J8	Pas			1088	1072	1075	1411	1337	1955	2445	2488	2357	2320	2718	2287
St. 2451 2422 2776 2691 2824 2464 3150 4686 4002 4381 3906 4539 bank 2209 2524 2776 2603 3245 2450 3432 4759 4816 5788 5273 6459 bank 1336 1558 2306 2271 2705 3215 2856 3659 3746 erly 1536 1536 1286 1286 2002 2271 2705 2205 2816 3559 3659 4087 erly 15015 26439 1286 32602 2867 2605 2816 5571 3714 71465 nwwood 15015 26439 28602 34503 47289 46772 45172 53719 54087 60528 62474 71465 nwwood 1806 26439 34503 47289 46772 45172 53719 54087 3674 3714 3600	6.1 Miles Fe	Ľ.	98-0	Sherman Way			898	1019	1001	888	878	1915	2025	2023	2359	2437	2038	1963
bank 2206 2524 2776 2603 3245 2450 3432 4759 4816 5788 5273 5459 bank 1141 1569 1558 2306 2271 2705 3215 2869 3669 3689 3746 erly 1536 1536 1286 2717 2783 2205 2816 3559 3569 3746 erly 15015 26430 1286 302 2807 2805 3155 2885 2873 3757 inway 18wy 26430 2062 34503 46272 46172 53719 54087 60528 62474 71485 inwood 3100 3120 3205 3100 3120 3205 3100 inwood 3100 3120 3205 3100 3120 3204 3114 3600 inwood 3100 3120 3120 3122 3042 3114 3000 3120 <	_	_		2nd St.		2451	2422	2751	2691	2824	2646	3150	4686	4002	4381	3906	4539	3840
bank 1141 1569 1558 2306 2271 2705 3215 2856 3659 3568 3746 erly 1536 1536 1536 1286 2717 2783 2205 2205 2816 3559 3559 4087 erly 1601 1286 1286 1286 3082 2875 2816 2865 2821 3751 ritway 1801 2843 2862 34503 47268 46272 45172 53719 54087 60528 62474 71465 niway 1804 3604 3816 4122 3042 3714 3600 en 1904 3816 4122 3042 3714 3600 en 1904 3816 4122 3042 3714 3600 en 1904 3816 4122 3042 3714 3600 en 1806 8156 8158 8158 8158 8158 <				Wilson		2208	2524	2778	2603	3245	2450	3432	4759	4816	5788	5273	5459	4408
erly 1536 1536 1536 2049 2717 2783 2205 2816 2859 2859 3659 4087 erly 6611 15015 26439 2862 34503 47268 46272 45172 53719 54067 60528 62474 71485 htweay 1804 2862 2862 2862 2875 3474 3674 3476	10.1 Miles	ᆫ	Oct-86	Burbank			1141	1569	1558	2306	2271	2705	3215	2856	3659	3568	3748	3086
erty 1286 1286 3092 2957 2305 3155 2685 2825 2721 3757 Itway 6611 15015 26439 29962 34503 47268 46272 45172 53719 54067 60528 62474 71485 Itway 1100 1100 1100 1100 1100 3120 3120 3255 3100 Inc 1100 1100 1100 1100 1100 3120 3255 3100 3100 Inc 1100 1100 1100 1100 3120 3255 3255 3100 Inc 1100 110	11.9 Miles	L	Pr-83	Normandle		1536	1536		2049	2717	2783	2205	2205	2816	3559	8998	4087	3998
ntway 2062 226439 22962 34503 47268 46272 45172 53719 54087 60528 62474 71485 ntway 1900 2052 2052 1884 1896 2016 1386 semwood 1900 3120 3255 3255 3100 1386 ino 100 3984 3816 4122 3042 3714 3800 ino 100 100 3120 3255 3255 3100 3100 ino 100 100 3120 3255 3042 3714 3800 ino 100	16.9 Miles		Apr-87	Beverly				1286	1286	3082	2957	2305	3155	2695	2825	2721	3757	3847
ntway 19% 20% 34% 38% 68% enwood 2052 2052 1884 1896 2016 1386 ino 1845 3080 3120 3255 3255 3100 ino 3884 3816 4122 3042 3714 3800 ie 7381 8958 9126 8193 8985 8086	To	٤	5		6611	15015	26439	28862	34503	47268	46272	45172	53719	54087	60528	62474	71495	67440
invent 2052 2052 1884 1896 2016 1386 anwood 1845 3080 3120 3255 3255 3100 ino 3884 3816 4122 3042 3714 3800 e 7881 8958 9126 8193 8985 8086	% Change Fr	Ţ.	om Bass	Year									19%	20%	**	38%	66%	49%
ino ino 3255 3255 3100 3100 3255 3100 3100 3255 3100 3100 3255 3100 3100 3100 3100 3100 3100 3100 31		1		Trentway								2052	2052	1884	1896	2016	1386	2316
ino ino 3984 3816 4122 3042 3714 3600 •				Greenwood								1945	3080	3120	3255	3255	3100	2995
7881 8958 8126 8183 8985				Encino								3984	3816	4122	3042	3714	3600	3648
, 7881 8958 9126 8193 89 85 8086				Gage.								٠		•		•	·	
	101	٥	-									7981	8028	9126	8183	8965	9098	8959
	% Change Fro	Ĕ	om Bess	Year							^		12%	371	38	18%	×	12%

Note: For statistical purposes, if the data of the year is not available and the facility was open at the time, the data for the following year is used. * Volume for Carpools, Vanpools, and Buses. All other volumes are Carpools and Vanpools only.



Note: The volume on freeways w HOV larnes is the total carpool volume at various locations on freeways, I-10, SR-14, SR-57, SR-80, SR-91, I-105, I-11n, SR-118, SR-134, SR-170, I-210, I-405, and I-805.

The volume on freeways w/o HOV larnes is the total carpool volume at various locations on freeways, SR-2, I-5, US-101, and I-710.

CHANGES IN 2002 - 2003

The following is a list of the new HOV facilities, which opened in the year 2003:

• In November of 2003, 11.8 lane-miles of carpool lanes opened on the San Bernardino Freeway (Route 10), between the Orange Freeway (Route 57) and the San Bernardino County Line.

The following is a list of HOV lanes under construction in the year 2003:

- San Bernardino Freeway (Route 10), 6.4 lane-miles of carpool lanes, between Baldwin to the San Gabriel River Freeway (Route 605), is expected to open in August 2005.
- San Diego Freeway (Route 405), 10.2 lane-miles of carpool lanes, between Century Boulevard and Imperial Highway (Route 90), is expected to open in December 2005.
- Pomona Freeway (Route 60) / Orange Freeway (Route 57) HOV lane direct connector, 5.2 lane-miles, is expected to open in May 2007.

Legislative bills were enacted in the year 2000 and 2001 that affected traffic operations and include the following:

- Senate Bill 63 which became effective January 1, 2000, reduced the minimum occupancy requirement from 3 to 2 persons per vehicle on the I-10 El Monte Busway, on a 24-hour basis. Signs were changed and the facility was monitored through electronic counts, tachometer runs, and manual counts for six months. The Department submitted an operational report to the Legislature. The conclusion The HOV facility became congested for a couple of hours during the morning and afternoon peak periods; Buffer violations increased from vehicles exiting the congested HOV lane; Observed a significant reduction of 3-person carpools; Public inquiries increased to various agencies and officials regarding the facility.
- Assembly Bill 71 which became effective July 1, 2000, allowed certain clean air vehicles to use the State's HOV system, regardless of the number of people in the vehicle. The Department of Motor Vehicles' decal must be displayed on the vehicle to qualify for the exemption. Signs were installed on all HOV facilities in California.
- Assembly Bill 769 which became effective July 24, 2000, overrode Senate Bill 63, and restored the 3 or more occupancy requirement during the peak hours, on the I-10 El Monte Busway. Senate Bill 63 had attracted too many users to the HOV lane and caused considerable congestion to peak hour traffic. These delays were conveyed to elected officials and various agencies. The 3 or more persons requirement is currently in effect Monday through Friday from 5-9a.m. and 4-7p.m.; The 2-person carpools are allowed to use the HOV lanes all other times. Signs

CHANGES IN 2002 - 2003

were changed and the facility was monitored for five months. The Department submitted an operational report to the Legislature. The conclusion – The facility is no longer congested, however the occupancy violation rate in the peak period sometimes reaches 50%; More regulatory signs displaying the hours and occupancy requirement were added to the facility; Implemented increased presence and enforcement by the California Highway Patrol. The 3+/2+ variable occupancy HOV lane is still in effect with FHWA approval.

Assembly Bill 1871 which became effective January 1, 2001, began an 18-month demonstration project to evaluate part-time use of the HOV lanes on State Route 14 between Santa Clarita and Palmdale. This project only allows carpools in the HOV lanes during peak periods (Southbound, 5-9a.m. and Northbound, 3-7p.m., Monday - Friday). Solo drivers are allowed to use the HOV lanes all other times. The double-yellow buffer lines will remain throughout the demonstration, and users still need to observe the designated openings for entering and exiting the HOV lanes. Some of the openings (ingress/egress locations) were lengthened in April 2001 to provide more access on the steep uphill grades of the facility. FHWA has agreed with the recommendation of Caltrans to continue with the part-time operation of HOV lanes on SR-14 freeway until such time as needed to convert to full-time, given the Route 5/14 direct connectors will be completed in the year 2008.

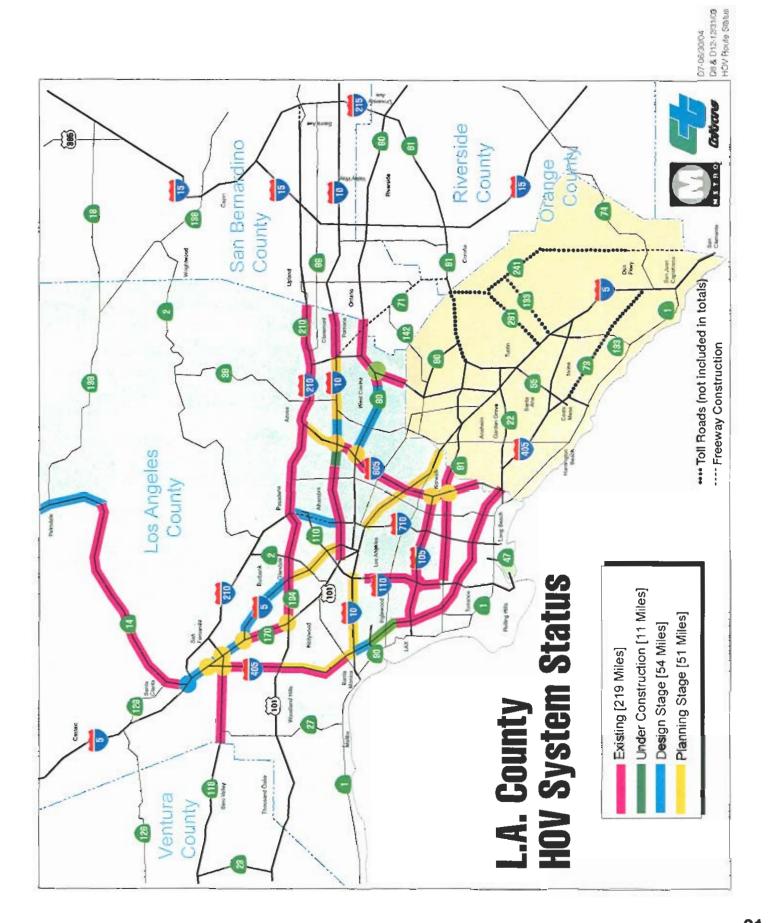
HOV PROJECTS SCHEDULED FOR COMPLETION IN 2004 - 2005

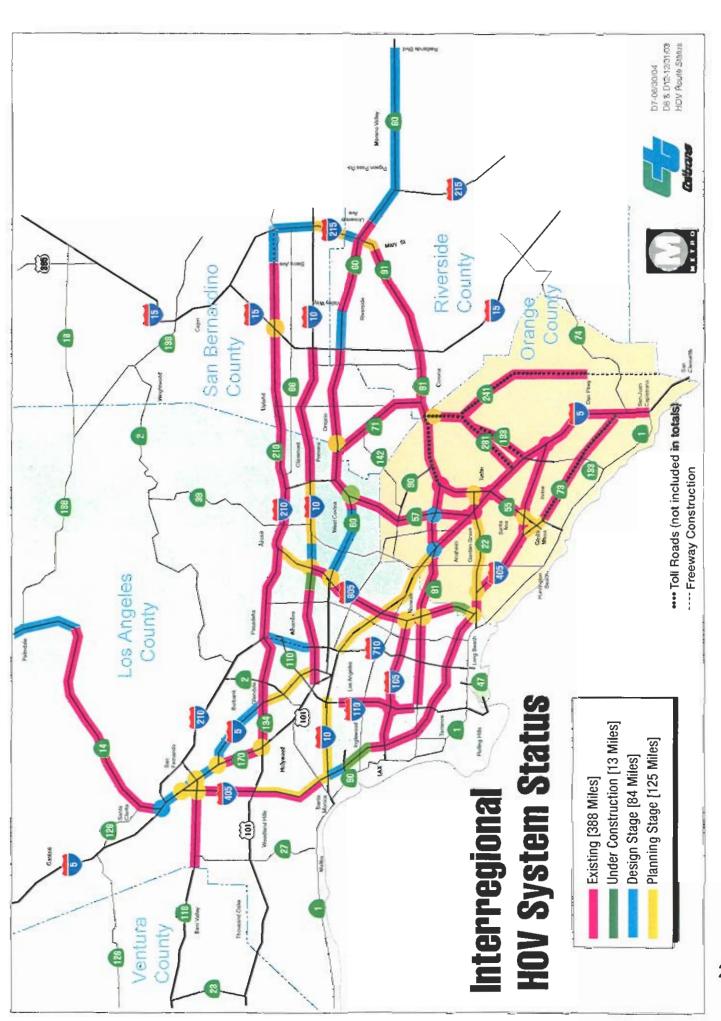
ROUTE LA-10		PROJECT LIMITS Baldwin to Route 605	OPENING DATE August 2005
LA-405	21.3/26.4	Century Boulevard to Route 90	December 2005

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HOV SYSTEM STATUS MAP

- **LOS ANGELES COUNTY**
- ♦ INTERREGIONAL (Los Angeles, Orange, Riverside, and San Bernardino County)









FACT SHEET

ROUTE 10 SAN BERNANDINO FREEWAY EL MONTE BUSWAY

Project Limits & Length:

FROM ALAMEDA ST TO EL MONTE STATION

11 MILES

FROM ROUTE 57 TO SAN BERNARDINO CO. LINE

5.9 MILES

Date of Opening:

FROM ALAMEDA ST TO EL MONTE STATION

JANUARY 1973

FROM ROUTE 57 TO SAN BERNARDINO CO. LINE

NOV 13, 2003

Cost:

FROM ALAMEDA ST TO EL MONTE STATION

FROM ROUTE 57 TO SAN BERNARDINO CO. LINE

\$58.0 MILLION \$77.2 MILLION

Current Peak Hr Volume:

1326 VEHICLES @ JACKSON (HOV 3+)

Park & Ride Facilities:

8 (DEL MAR, SANTA ANITA, W. COVINA PKWY, BARRANCA, VIA-

VERDE, GILLETTE, FAIRPLEX, and GAREY)

Number of Ingress/Egress:

FROM ALAMEDA ST TO EL MONTE STATION

4 E/B. 4 W/B

FROM ROUTE 57 TO SAN BERNARDINO CO. LINE

2 E/B, 3 W/B

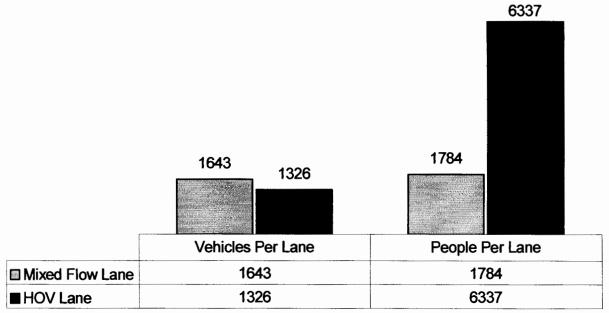
Unique Features:

Fly over on & off ramps at Del Mar. Bus only connectors to and from I-710 north of I-10; Four on line stations at El Monte, University, Hospital, and Union Station.

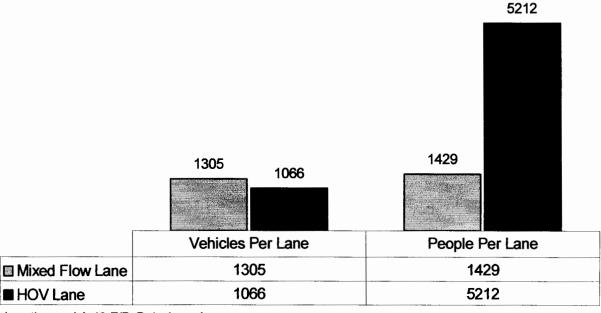
SB 63 – Authored by Senator Solis – passed and was enacted January 1, 2000, which lowered the occupancy requirement from 3 or more to 2 or more persons per vehicle. Caltrans and MTA studies have predicted detrimental affects on the operation of the facility.

AB 769 – Effective July 24, 2000, overrode SB 63 and restored the 3 or more occupancy requirements during peak hours. SB 63 had attracted too many users to the HOV lane and caused considerable congestion to peak hour traffic. The 3 or more persons requirement is currently in effect Monday through Friday from 5-9 a.m. and 4-7 p.m.

PEAK HOUR COMPARISON



Location: LA-10-W/B @ Jackson Ave Date/Time: 02-11-04 / 7:00-8:00 AM



Location: LA-10-E/B @ Jackson Ave Date/Time: 02-10-04 / 4:15-5:15 PM

CALTRANS - DISTRICT 7

HOV Operation on Route 10

Co. Rte. Dir.	LA - 10 - WB	LA - 10 - EB
Location	JACKSON	See 2+/3+ P.M. Summary Sheet
Post Mile	25.09	25.09
Date	02/11/04	02/10/04
HOV Peak Hour	7:00 - 8:00 AM	0:00 - 0:00 PM
Occupancy Requirement	3 +	3 +
HOV VEHI	CLE SUMMARY	,
Carpools	1189	0
Vanpools	20	0
Buses	76	0
Motorcycles	41	0
HOV lane Violators	47	0
Total Vehicles in HOV Lane	1373	0
Carpools Using Mainline	15	0
HOV Pe	ople Summary	
People in Carpool & Vanpools	3705	0
People in Buses	2591	0
People on Motorcycles	41	0
Violators	93	0
Total HOV People	6430	0
Mainli	ne Summary	
Mixed-Flow lanes	4	4
Mixed-flow Vehicles	6570	0
Mixed-Flow People	7135	0
Mixed-Flow People/Lane	1784	0
Trucks on Mainlines	148	0
Freew	ay Summary	
Total Mixed-Flow People	7135	0
Total HOV People	6430	0
Total Freeway People	13565	0
Percent Carried in HOV Lane	47.40%	#DIV/0!
Percent Carried per Mixed-Flow Lane	13.15%	#DIV/01
Oc	ccupancy	
HOV Occupancy	4.68	#DIV/0!
Mainline Occupancy	1.09	#DIV/01
Equivalent Number Mixed-flow Lanes		
Needed to carry HOV People	3.60	#DIV/0!
*Deak hours are based on the following noo	1	20 8:30 PM 3:00 5:30

^{*}Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30. 2/25/2004 10:47 AM C:\CountData\LA 10 JACKSON 2-11-04.xls

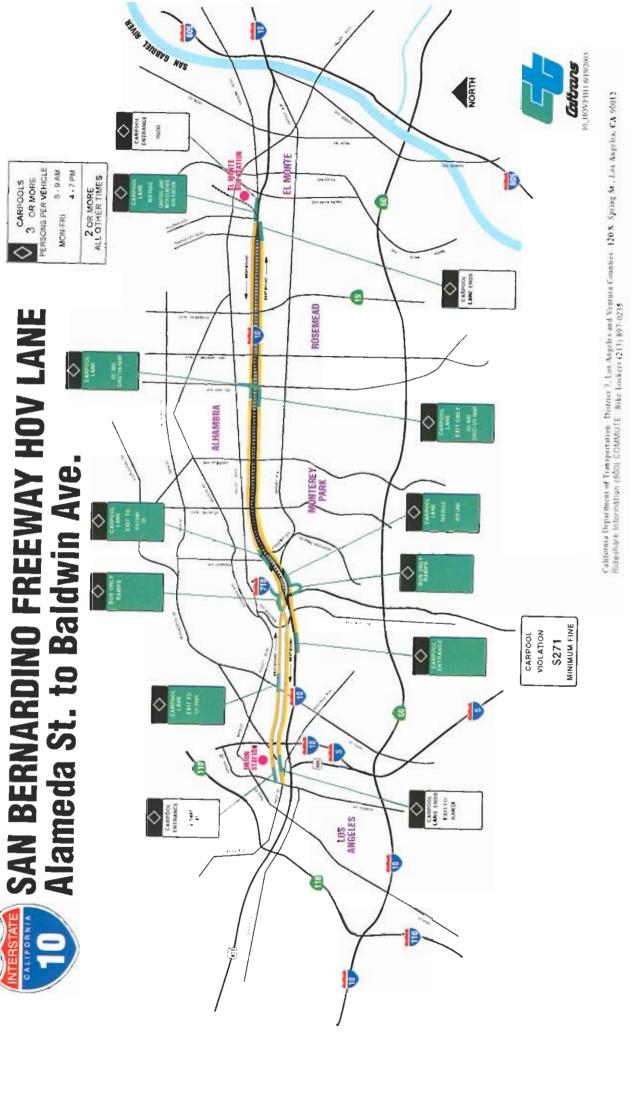
CALTRANS - DISTRICT 7

2+ and 3+ P.M. HOV Operation on Route 10

Co. Rte. Dir.	LA - 10 - EB	LA - 10 - EB
ocation	JACKSON	JACKSON
Post Mile	25.90	25.09
Date	02/10/04	02/10/04
HOV Peak Hour	15:00 - 16:00 PM	16:15 - 17:15 PM
Occupancy Requirement	2 +	3 +
HOV VEH	HICLE SUMMARY	
Carpools	1186	872
Vanpools	18	77
Buses	32	71
Motorcycles	38	46
HOV lane Violators	4	213
Total Vehicles in HOV Lane	1278	1279
Carpools Using Mainline	610	50
	eople Summary	
People in Carpool & Vanpools	2599	3121
People in Buses	841	2045
People on Motorcycles	38	46
'Violators	4	421
fotal HOV People	3482	5633
	line Summary	
Mixed-Flow lanes	4	4
Mixed-flow Vehicles	5255	5220
Mixed-Flow People	6045	5715
Mixed-Flow People/Lane	1511	1429
Trucks on Mainlines	131	118
	way Summary	
Total Mixed-Flow People	6045	5715
Total HOV People	3482	5633
Total Freeway People	9527	11348
Percent Carried in HOV Lane	36.55%	49.64%
Percent Carried per Mixed-Flow Lane	15.86%	12.59%
	ccupancy	
HOV Occupancy	2.72	4.40
Mainline Occupancy	1.15	1.09
Equivalent Number Mixed-flow Lanes		
Needed to carry HOV People	2.30	3.94
		

*Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30.

6 2/25/2004 10:16 AM C:\CountData\Working file pm busway JACKSON 2-10-04.xls



District 7 Graphic Services ¥ 10 HOVegresing ¥ 4/27/04



FACT SHEET

ROUTE 14 ANTELOPE VALLEY FREEWAY

Project Limits & Length: FROM SAN FERNANDO RD TO SAND CANYON

FROM SAND CANYON TO ESCONDIDO
FROM ESCONDIDO TO PEARBLOSSOM
FROM ROUTE 5 TO SAN FERNANDO RD

6.4 MILES 9.9 MILES 11.2 MILES 2.3 MILES

Date of Opening: FROM SAN FERNANDO RD TO SAND CANYON

FROM SAND CANYON TO ESCONDIDO FROM ESCONDIDO TO PEARBLOSSOM FROM ROUTE 5 TO SAN FERNANDO RD MAY 5, 1998 SEP. 23, 1999 JUL. 29, 2002 AUG. 3, 2002

Cost: FROM SAN FERNANDO RD TO SAND CANYON

FROM SAND CANYON TO ESCONDIDO FROM ESCONDIDO TO PEARBLOSSOM FROM ROUTE 5 TO SAN FERNANDO RD \$23.8 MILLION \$31.8 MILLION \$27.5 MILLION \$5.4 MILLION

Current Peak Hr Volume:

1456 VEHICLES @ GOLDEN VALLEY

Park & Ride Facilities:

8 (SAN FERNANDO RD (3), GOLDEN VALLEY RD (3), SAND

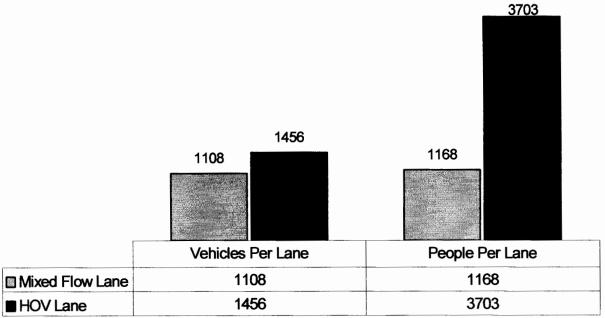
CANYON RD, and SIERRA HWY)

Number of Ingress/Egress:

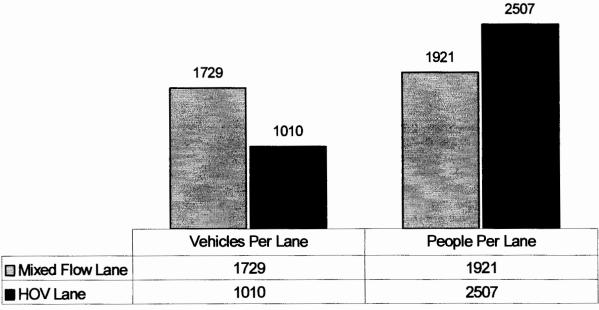
10 NORTHBOUND & 12 SOUTHBOUND

Unique Features:

AB 1871 - Effective January 1, 2001, began an 18-month demonstration project to evaluate part-time use of the HOV lanes on State Route 14. This project only allows carpools in the HOV lanes during peak periods (Southbound, 5-9a.m. and Northbound, 3-7p.m., Monday - Friday). Solo drivers are allowed to use the HOV lanes all other times. The double-yellow buffer lines will remain throughout the demonstration, and users still need to observe the designated openings for entering and exiting the HOV lanes. Some of the openings (ingress/egress locations) were lengthened in April 2001 to provide more access on the steep uphill grades of the facility. FHWA has agreed with the recommendation of Caltrans to continue with the part-time operation of HOV lanes on SR-14 freeway until such time as needed to convert to full-time, given the 5/14 direct connectors will be completed in the year 2008.



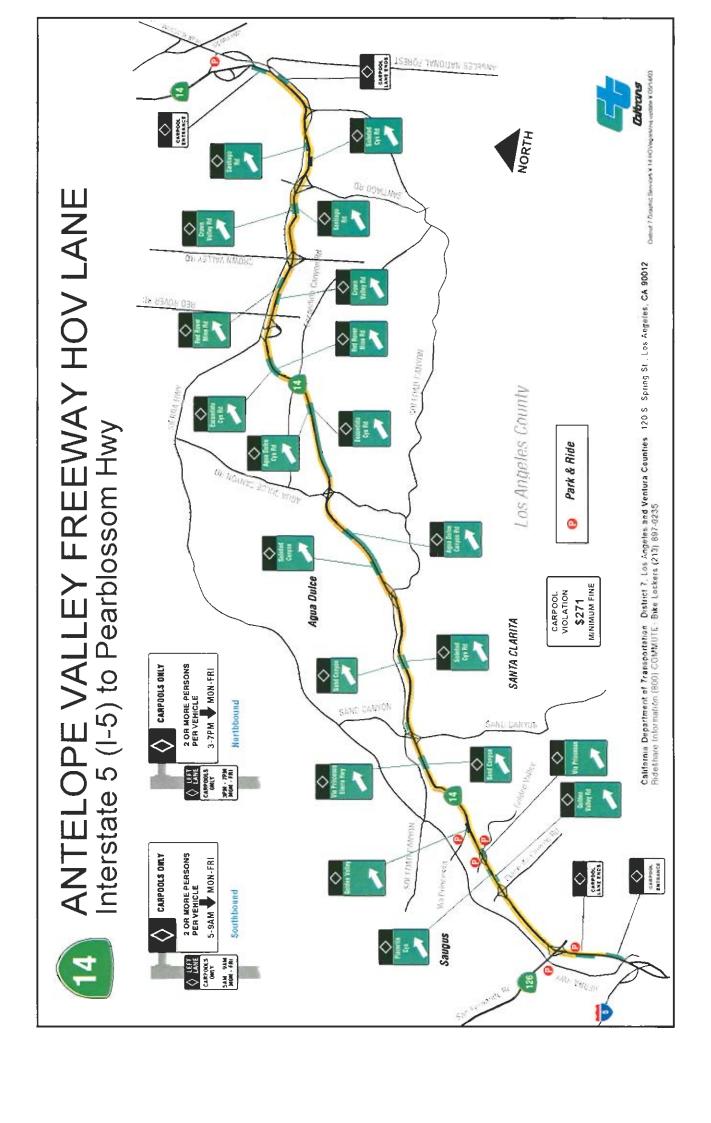
Location: LA-14-S/B @ Golden Valley Date/Time: 09-10-03 / 6:30-7:30 AM



Location: LA-14-N/B @ Golden Valley Date/Time: 09-09-03 / 4:00-5:00 PM

Co. Rte. Dir.	LA - 14 - SB	LA - 14 - NB
Location	GOLDEN VALLEY	GOLDEN VALLEY
Post Mile	29.68	29.68
Date	09/ 10 /03	09/09/03
HOV Peak Hour	6:30 - 7:30 AM	16:00 - 17:00 PM
Occupancy Requirement	2 +	2 +
HOV VEH	CLE SUMMARY	
Carpools	1350	898
Vanpools	50	64
Buses	16	7
Motorcycles	40	41
HOV lane Violators	2	0
Total Vehicles in HOV Lane	1458	1010
Carpools Using Mainline	158	503
HOV Pe	ople Summary	
People in Carpool & Vanpools	3133	2256
People in Buses	530	210
People on Motorcycles	40	41
Violators	2	0
Total HOV People	3705	2507
Mainli	ne Summary	
Mixed-Flow lanes	3	3
Mixed-flow Vehicles	3326	5186
Mixed-Flow People	3503	5764
Mixed-Flow People/Lane	1168	1921
Trucks on Mainlines	109	99
Freew	ay Summary	
Total Mixed-Flow People	3503	5764
Total HOV People	3705	2507
Total Freeway People	7208	8271
Percent Carried in HOV Lane	51.40%	30.31%
Percent Carried per Mixed-Flow Lane	16.20%	23.23%
Occupancy		
HOV Occupancy	2.54	2.48
Mainline Occupancy	1.05	1.11
Equivalent Number Mixed-flow Lanes		
Needed to carry HOV People	3.17	1.30
*Peak hours are based on the following nos	k poriod counts: AM 6:30	

^{*}Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30. 9/30/2003 10:25 AM C:\CountData\LA 14 GOLDEN VALLEY 09-09-03.xls





ROUTE 57 ORANGE FREEWAY

Project Limits & Length:

FROM ROUTE 60 TO ORANGE COUNTY LINE; 4.5 MILES

Date of Opening:

AUGUST 22, 1997

Cost:

\$18.2 MILLION

Current Peak Hr Volume:

1295 VEHICLES @ PATHFINDER

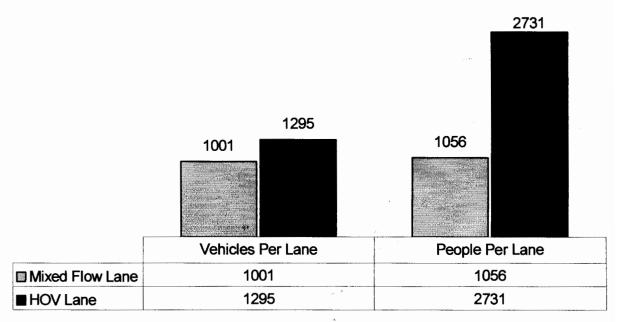
Park & Ride Facilities:

1 (PATHFINDER)

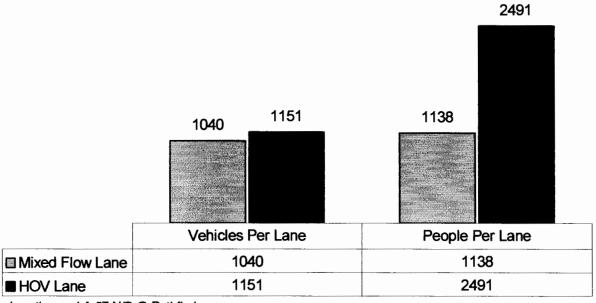
Number of Ingress/Egress:

2 NORTHBOUND & 3 SOUTHBOUND

Unique Features:



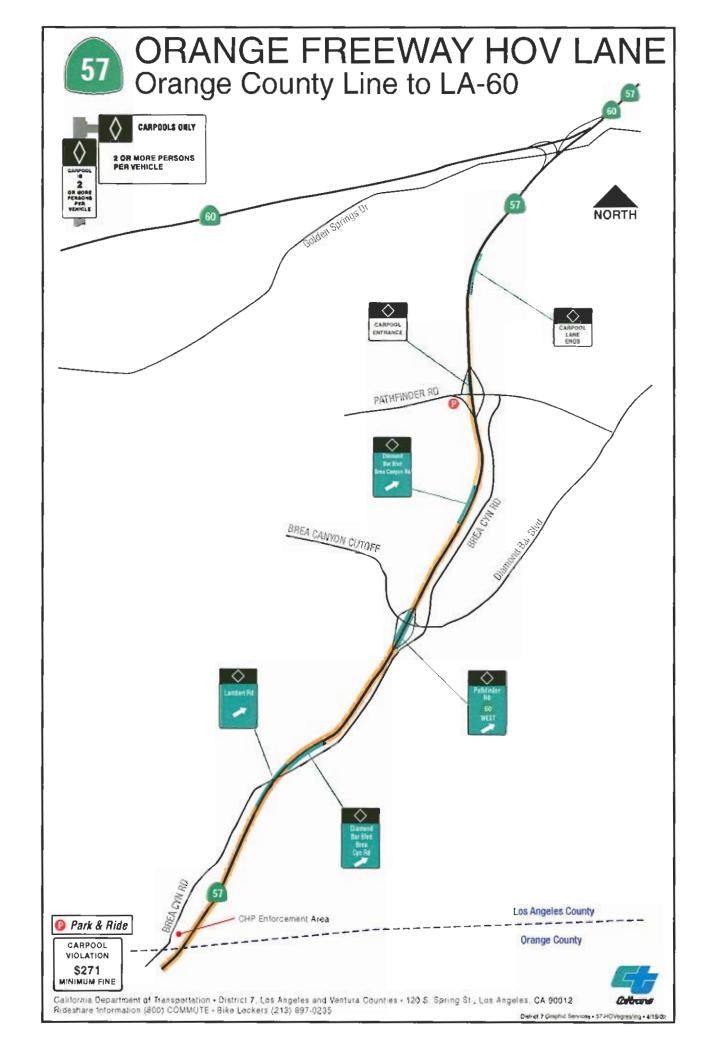
Location: LA-57-S/B @ Pathfinder Date/Time: 09-17-03 / 7:00-8:00 AM



Location: LA-57-N/B @ Pathfinder Date/Time: 09-16-03 / 3:45-4:45 PM

O. Die Die	14 57 00	1.4 57 115
Co. Rte. Dir.	LA - 57 - SB	LA - 57 - NB
Location	PATHFINDER	PATHFINDER
Post Mile	3.16	3.16
Date	09/17/03	09/16/03
HOV Peak Hour	7:00 - 8:00 AM	15:45 - 16:45 PM
Occupancy Requirement	2 +	2 +
	CLE SUMMARY	
Carpools	1241	1112
Vanpools	9	10
Buses	2	1
Motorcycles	43	28
HOV lane Violators	10	13
Total Vehicles in HOV Lane	1305	1164
Carpools Using Mainline	160	310
	ople Summary	
People in Carpool & Vanpools	2608	2423
People in Buses	80	40
People on Motorcycles	43	28
Violators	10	13
Total HOV People	2741	2504
	ne Summary	
Mixed-Flow lanes	4	4
Mixed-flow Vehicles	4005	4160
Mixed-Flow People	4225	4550
Mixed-Flow People/Lane	1056	1138
Trucks on Mainlines	358	251
	ay Summary	
Total Mixed-Flow People	4225	4550
Total HOV People	2741	2504
Total Freeway People	6966	7054
Percent Carried in HOV Lane	39.35%	35.50%
Percent Carried per Mixed-Flow Lane	15.16%	16.13%
Occupancy		
HOV Occupancy	2.10	2.15
Mainline Occupancy	1.05	1.09
Equivalent Number Mixed-flow Lanes		
Needed to carry HOV People	2.60	2.20
receded to odily flow i copic	2.00	2.20

^{*}Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30. 9/30/2003 11:26 AM C:\CountData\LA 57 PATHFINDER 9-16-03.xls





ROUTE 60 POMONA FREEWAY

2.4 MILES

5.1 MILES

FEB. 2, 1999

FEB. 2, 1999

\$5.5 MILLION

\$20.8 MILLION

Project Limits & Length: FROM BREA CANYON TO RTE 57 N

FROM RTE 57 N TO COUNTY LINE

FROM BREA CANYON TO RTE 57 N

FROM RTE 57 N TO COUNTY LINE

Cost: FROM BREA CANYON TO RTE 57 N FROM RTE 57 N TO COUNTY LINE

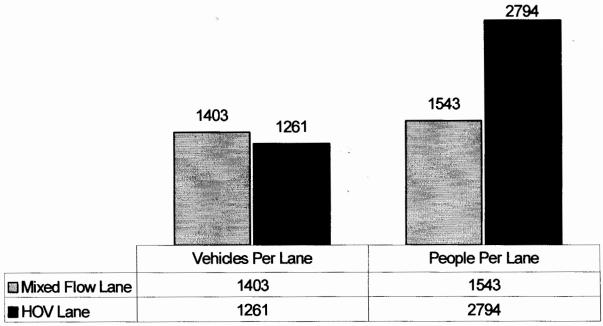
Current Peak Hr Volume: 1261 VEHICLES @ PHILLIPS RANCH

Park & Ride Facilities: 2 (DIAMOND BAR BLVD (2))

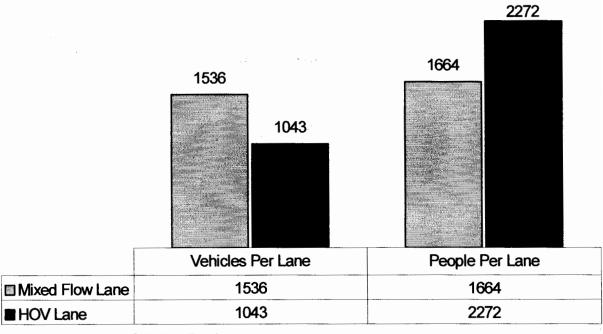
Number of Ingress/Egress: 3 IN EACH DIRECTION

Unique Features:

Date of Opening:



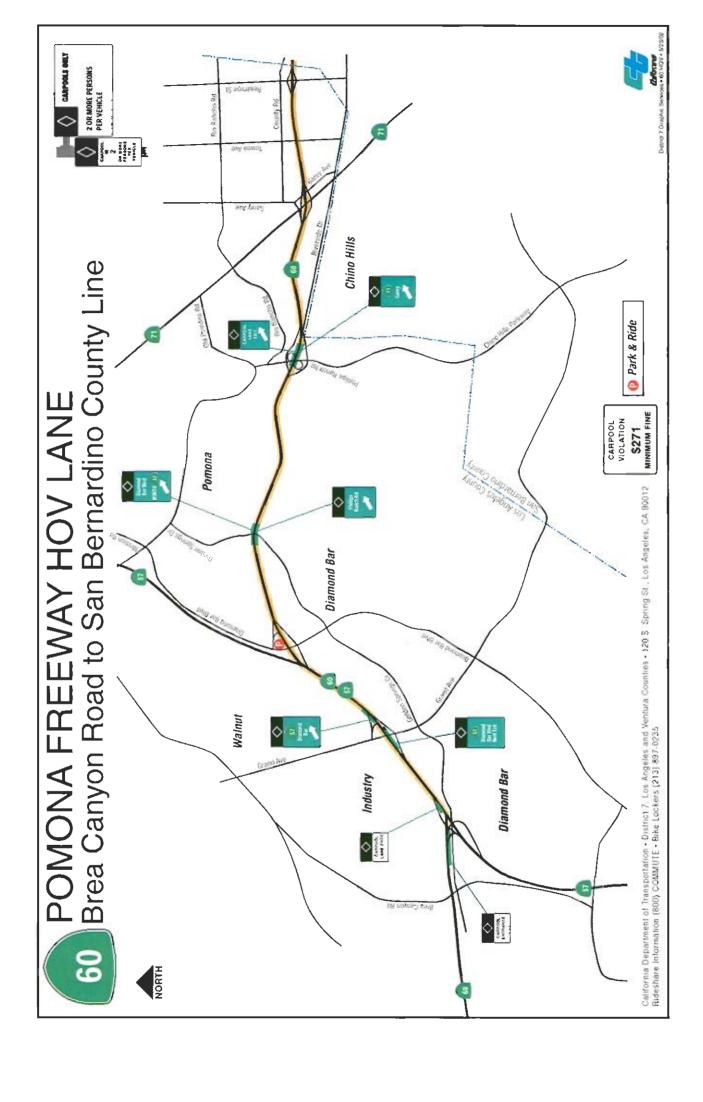
Location: LA-60-W/B @ Phillips Ranch Date/Time: 01-22-04 / 6:45-7:45 AM



Location: LA-60-E/B @ Phillips Ranch Date/Time: 10-07-03 / 3:15-4:15 PM

Co. Rte. Dir.	LA - 60 - WB	LA - 60 - EB
Location	PHILLIPS RANCH	PHILLIPS RANCH
Post Mile	28.04	28.04
Date	01/22/04	10/07/03
HOV Peak Hour	6:45 - 7:45 AM	15:15 - 16:15 PM
Occupancy Requirement	2 +	2 +
	CLE SUMMARY	
Carpools	1254	996
Vanpools	8	17
Buses	1	4
Motorcycles	18	26
HOV lane Violators	0	1
Total Vehicles in HOV Lane	1281	1044
Carpools Using Mainline	510	475
HOV Ped	ople Summary	
People in Carpool & Vanpools	2766	2196
People in Buses	10	50
People on Motorcycles	18	26
Violators	0	1
Total HOV People	2794	2273
	ne Summary	
Mixed-Flow lanes	4	4
Mixed-flow Vehicles	5610	6145
Mixed-Flow People	6170	6655
Mixed-Flow People/Lane	1543	1664
Trucks on Mainlines	494	490
	ay Summary	
Total Mixed-Flow People	6170	6655
Total HOV People	2794	2273
Total Freeway People	8964	8928
Percent Carried in HOV Lane	31.17%	25.46%
Percent Carried per Mixed-Flow Lane	17.21%	18.64%
Occupancy		
HOV Occupancy	2.18	2.18
Mainline Occupancy	1.10	1.08
Equivalent Number Mixed-flow Lanes		
Needed to carry HOV People	1.81	1.37
	L	<u> </u>

^{*}Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30. 1/26/2004 9:17 AM C:\CountData\LA 60 PHILLIPS RANCH 10-7-03.xls





ROUTE 91 ARTESIA FREEWAY

Project Limits & Length:

FROM ROUTE 110 TO ROUTE 605

10.3 MILES

FROM ROUTE 605 TO ORANGE CO. LINE

4.0 MILES

Date of Opening:

FROM ROUTE 110 TO ROUTE 605

JUNE 10, 1985 (E/B)

FROM ROUTE 110 TO ROUTE 605

MARCH 11, 1993 (W/B)

FROM ROUTE 605 TO ORANGE CO. LINE

NOVEMBER 1994

Cost:

FROM ROUTE 110 TO ROUTE 605

\$ 1.8 MILLION \$ 0.9 MILLION

FROM ROUTE 605 TO ORANGE CO. LINE

Current Peak Hr Volume:

1405 VEHICLES @ WILMINGTON

Park & Ride Facilities:

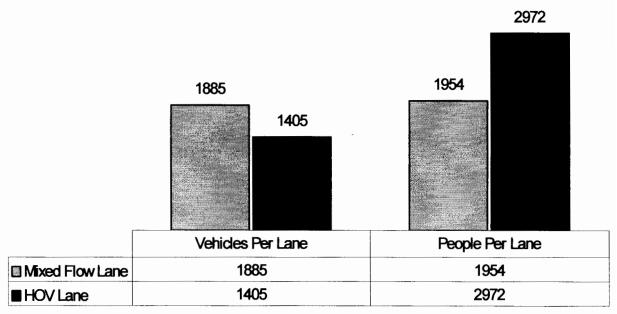
3 (VERMONT/182nd, ACACIA AVE and BUTLER AVE)

Number of Ingress/Egress:

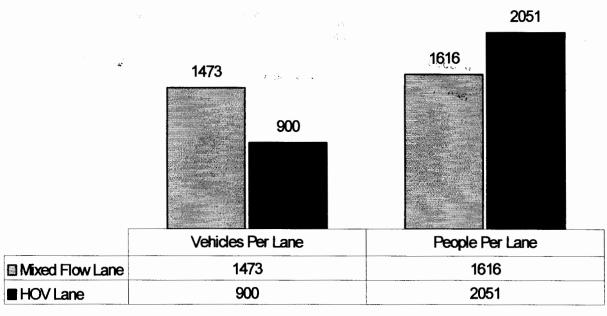
4 EASTBOUND & 6 WESTBOUND

Unique Features:

Eastbound 91 was originally a demonstration project of part time use of the median shoulder, no reconstruction or even resurfacing was done in 1985; just patches to bridge the approach slabs and placement of signs and markings.



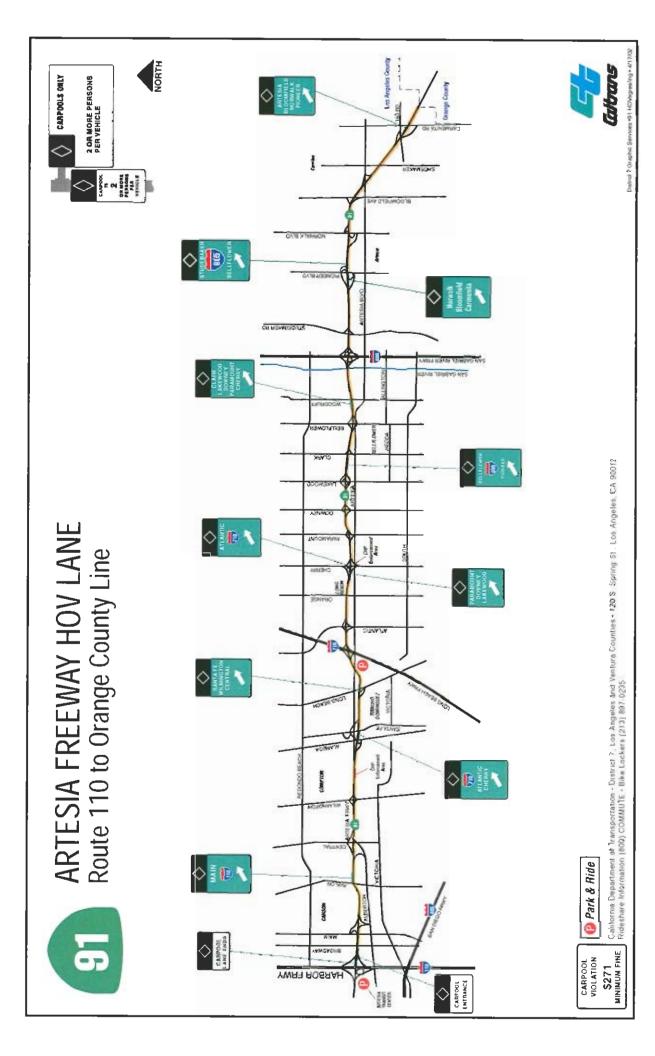
Location: LA-91-W/B @ Wilmington Date/Time: 03-03-04 / 7:00-8:00 AM



Location: LA-91-E/B @ Wilmington Date/Time: 03-16-04 / 4:15-5:15 PM

Co. Rte. Dir.	LA - 91 - WB	LA - 91 - EB
Location	WILMINGTON	WILMINGTON
Post Mile	9.16	9.16
Date	03/03/04	03/16/04
HOV Peak Hour	7:00 - 8:00 AM	16:15 - 17:15 PM
Occupancy Requirement	2 +	2 +
HOV VEHI	CLE SUMMARY	
Carpools	1373	822
Vanpools	3	43
Buses	7	3
Motorcycles	22	32
HOV lane Violators	6	2
Total Vehicles in HOV Lane	1411	902
Carpools Using Mainline	190	510
	ople Summary	
People in Carpool & Vanpools	2826	1969
People in Buses	124	50
People on Motorcycles	22	32
Violators	6	2
Total HOV People	2978	2053
	ne Summary	T
Mixed-Flow lanes	4	4
Mixed-flow Vehicles	7540	5890
Mixed-Flow People	7815	6465
Mixed-Flow People/Lane	1954	1616
Trucks on Mainlines	215	314
	ay Summary	0.405
Total Mixed-Flow People	7815	6465
Total HOV People	2978	2053
Total Freeway People	10793	8518
Percent Carried in HOV Lane	27.59%	24.10%
Percent Carried per Mixed-Flow Lane	18.10%	18.97%
Occupancy		
HOV Occupancy	2.11	2.28
Mainline Occupancy	1.04	1.10
Equivalent Number Mixed-flow Lanes		
Needed to carry HOV People	1.52	1.27

^{*}Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30. 3/19/2004 10:46 AM C:\CountData\LA 91 WILMINGTON 3-03-04.xls





ROUTE 105 GLENN ANDERSON/ CENTURY FREEWAY

Project Limits & Length:

FROM ROUTE 405 TO ROUTE 605; 16.0 MILES

Date of Opening:

OCTOBER 14, 1993

Cost:

\$ 230.0 MILLIION

Current Peak Hr Volume:

1441 VEHICLES @ LONG BEACH BLVD

Park & Ride Facilities:

14 (AVIATION, HAWTHORNE (2), CRENSHAW/120th, VERMONT (2), FIGUEROA, AVALON, WILMINGTON, IMPERIAL, LONG BEACH

(2), LAKEWOOD, and HOXIE)

Number of Ingress/Egress:

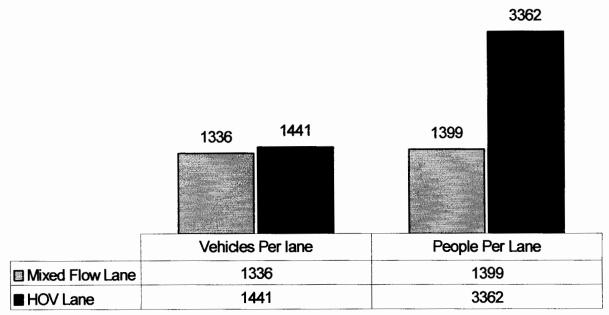
6 WESTBOUND & 7 EASTBOUND

Unique Features:

The 105 freeway has a 10-ft left shoulder for the HOV lanes. The initial freeway construction was stopped for eight years due to environmental concerns. Court consent decree said to provide three mixed flow lanes, one HOV lane and one rail line in each direction.

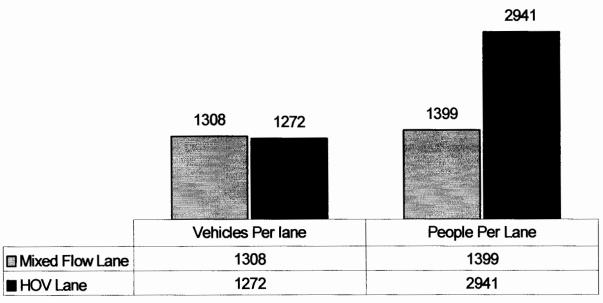
Housing relocation and assistance program almost equal in value to freeway construction costs. The freeway has direct HOV connectors at Route 110/105 interchange. The Route 105/710 interchange used 6000 cubic yards of concrete, which would fill 18 soccer fields 3 ft deep. It used 6500 tons of steel-rebars which can make about 3500 cars.

The most modern freeway has sensors built into the pavement linked to the Caltrans Traffic Operation Center.



Location: LA-105-W/B @ Long Beach Blvd

Date/Time: 01-15-04 / 6:30-7:30 AM



Location: LA-105-E/B @ Long Beach Blvd

Date/Time: 01-13-04 / 3:15-4:15 PM

Co. Rte. Dir.	LA - 105 - WB	LA - 105 - EB
Location	LONG BEACH	LONG BEACH
Post Mile	11.51	11.51
Date	01/15/04	01/13/04
HOV Peak Hour	6:30 - 7:30 AM	15:15 - 16:15 PM
Occupancy Requirement	2 +	2 +
HOV VEHI	CLE SUMMARY	
Carpools	1370	1206
Vanpools	32	35
Buses	11	8
Motorcycles	28	23
HOV lane Violators	23	8
Total Vehicles in HOV Lane	1464	1280
Carpools Using Mainline	150	251
	ple Summary	
People in Carpool & Vanpools	3084	2748
People in Buses	250	170
People on Motorcycles	28	23
Violators	23	8
Total HOV People	3385	2949
	ne Summary	
Mixed-Flow lanes	3	3
Mixed-flow Vehicles	4009	3923
Mixed-Flow People	4196	4196
Mixed-Flow People/Lane	1399	1399
Trucks on Mainlines	118	73
	ay Summary	
Total Mixed-Flow People	4196	4196
Total HOV People	3385	2949
Total Freeway People	7581	7145
Percent Carried in HOV Lane	44.65%	41.27%
Percent Carried per Mixed-Flow Lane	18.45%	19.58%
Occupancy		
HOV Occupancy	2.31	2.30
Mainline Occupancy	1.05	1.07
Equivalent Number Mixed-flow Lanes		
Needed to carry HOV People	2.42	2.11

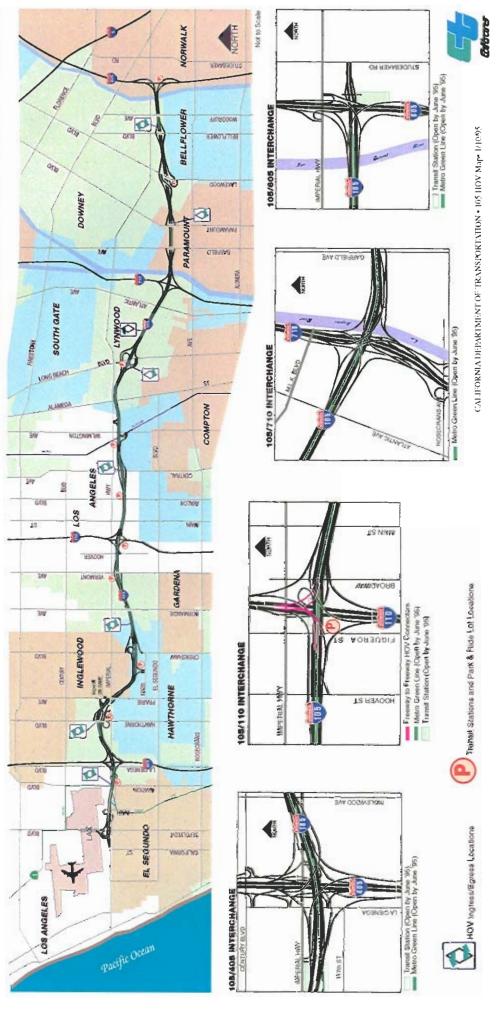
^{*}Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30.

1/26/2004 8:43 AM C:\CountData\LA 105 LONG BEACH 1-13-04.xls



INTERSTATE 105 Glenn Anderson (Century) Freeway Transitway Open - October 14, 1993





CALIFORNIA DEPARTMENT OF TRANSPORTATION • 105 HOV Map- 1/10/95



ROUTE 110 HARBOR FREEWAY

Project Limits & Length:

FROM ADAMS BLVD TO ROUTE 91; 10.7 MILES

Date of Opening:

JUNE 26, 1996

Cost:

\$ 344.0 MILLION

Current Peak Hr Volume:

3056 VEHICLES ON 2 HOV LANES @ SLAUSON AVE

Park & Ride Facilities:

7 (SLAUSON (2), MANCHESTER (2), FIGUEROA, VERMONT/182nd,

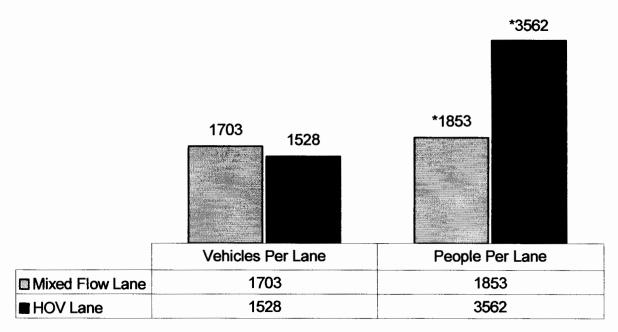
and CARSON/FIGUEROA)

Number of Ingress/Egress:

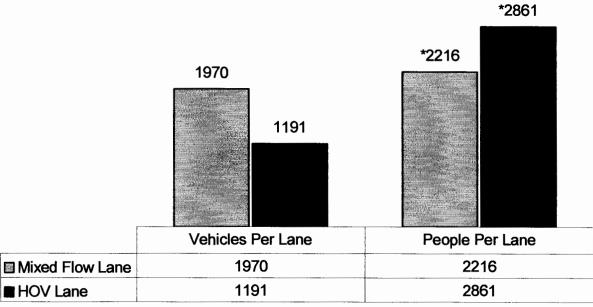
3 IN EACH DIRECTION

Unique Features:

- 10.3 miles of exclusive transitway with 2.6 miles of elevated structures that are 67-ft wide.
- ♦ North of Route 105, the 110 Transitway has two HOV lanes in each direction.
- Direct HOV drop ramps at Adams Boulevard and 39th Street.



Location: LA-110-N/B @ Slauson Ave Date/Time: 03-04-04 / 7:00-8:00 AM

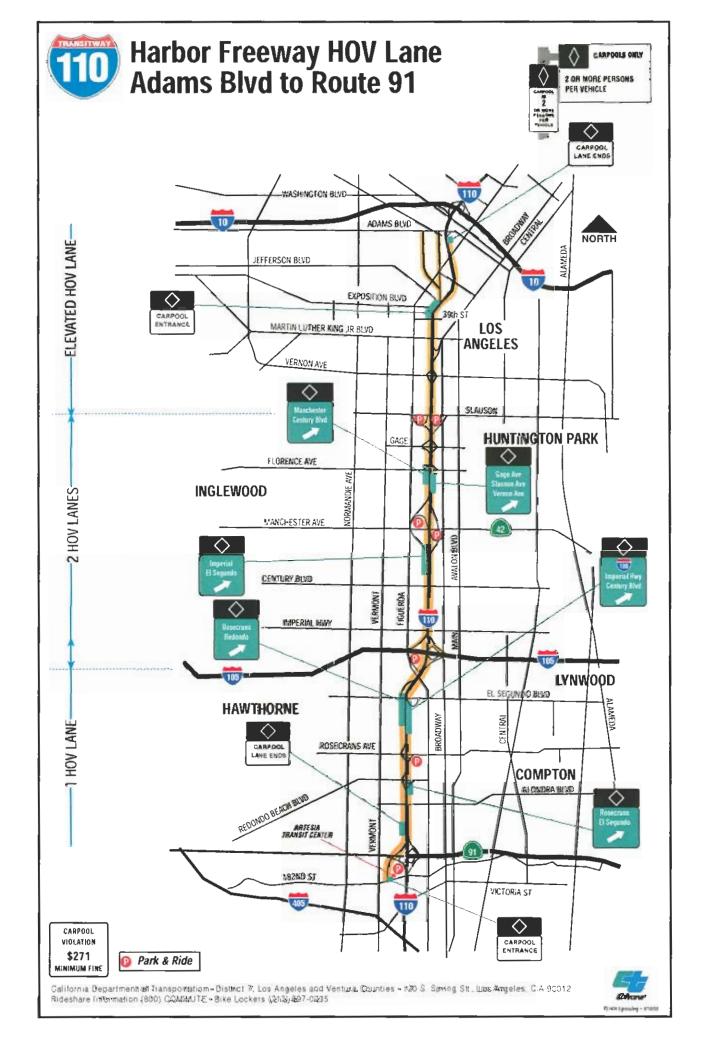


Location: LA-110-S/B @ Slauson Ave Date/Time: 03-02-04 / 4:30-5:30 PM

^{*} Two (2) HOV lanes at this location. Data shown represents volume on one (1) HOV lane

Co. Rte. Dir.	LA - 110 - NB	LA - 110 - SB
Location	SLAUSON	SLAUSON
Post Mile	17.98	17.98
Date	03/04/04	03/02/04
HOV Peak Hour	7:00 - 8:00 AM	16:30 - 17:30 PM
Occupancy Requirement	2 +	2 +
	CLE SUMMARY	
Carpools	2948	2299
Vanpools	28	42
Buses	32	33
Motorcycles	48	7
HOV lane Violators	6	1
Total Vehicles in HOV Lane	3062	2382
Carpools Using Mainline	485	775
HOV Ped	ople Summary	
People in Carpool & Vanpools	6210	4967
People in Buses	866	748
People on Motorcycles	48	7
Violators	6	1
Total HOV People	7130	5723
	ne Summary	
Mixed-Flow lanes	4	4
Mixed-flow Vehicles	6810	7880
Mixed-Flow People	7410	8865
Mixed-Flow People/Lane	1853	2216
Trucks on Mainlines	158	87
	ay Summary	
Total Mixed-Flow People	7410	8865
Total HOV People	7130	5723
Total Freeway People	14540	14588
Percent Carried in HOV Lane	49.04%	39.23%
Percent Carried per Mixed-Flow Lane	12.74%	15.19%
Оссирапсу		
HOV Occupancy	2.33	2.40
Mainline Occupancy	1.09	1.13
Equivalent Number Mixed-flow Lanes		
Needed to carry HOV People	3.85	2.58

^{*}Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30. 3/12/2004 9:50 AM C:\CountData\LA 110 SLAUSON 03-02-04.xls





ROUTE 118 RONALD REAGAN FREEWAY

Project Limits & Length:

FROM VENTURA CO. LINE TO RTE 5; 11.4 MILES

Date of Opening:

MARCH 7, 1997

Cost:

\$23.2 MILLION

Current Peak Hr Volume:

1338 VEHICLES @ RESEDA BLVD

Park & Ride Facilities:

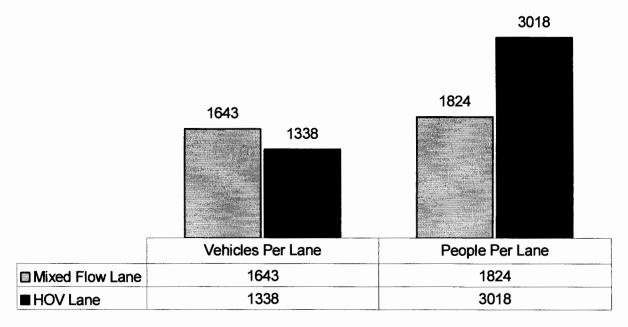
3 (PORTER RANCH and CHATSWORTH (2))

Number of Ingress/Egress:

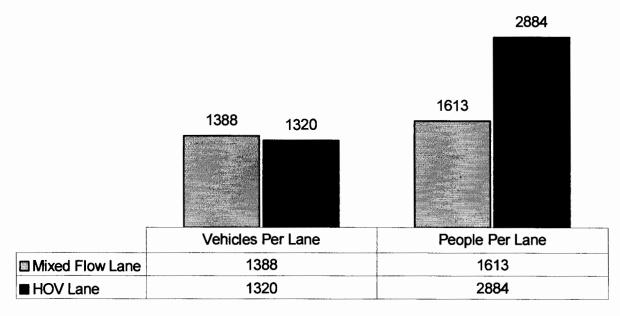
4 EASTBOUND & 5 WESTBOUND

Unique Features:

The construction of this HOV facility included the addition of another regular freeway lane as well. This facility has been open for 5 years, and the growth and change in traffic patterns has filled the additional regular lane and is accommodating over 1056 vehicles in the HOV lane.



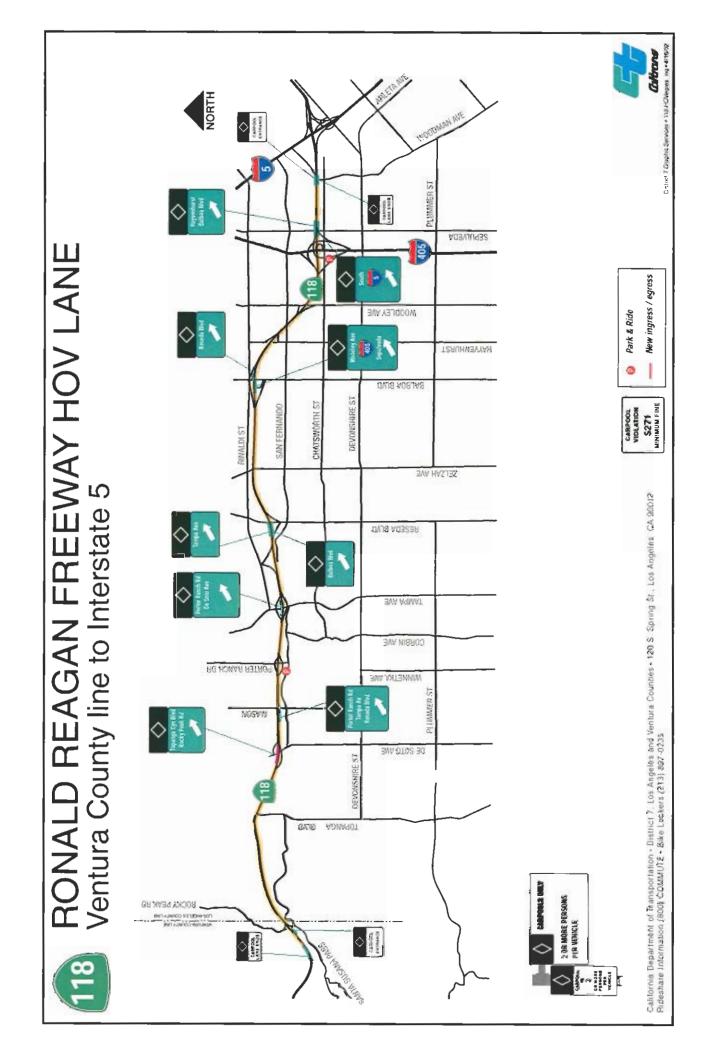
Location: LA-118-W/B @ Reseda Blvd Date/Time: 09-25-03 / 6:45-7:45 AM



Location: LA-118-E/B @ Reseda Blvd Date/Time: 09-10-03 / 4:30-5:30 PM

Co. Rte. Dir.	LA - 118 - WB	LA - 118 - EB
Location	RESEDA	RESEDA
Post Mile	5.81	5.81
Date	09/25/03	09/10/03
HOV Peak Hour	6:45 - 7:45 AM	16:30 - 17:30 PM
Occupancy Requirement	2 +	2 +
HOV VEHI	CLE SUMMARY	
Carpools	1285	1283
Vanpools	33	17
Buses	3	1
Motorcycles	17	19
HOV lane Violators	7	0
Total Vehicles in HOV Lane	1345	1320
Carpools Using Mainline	780	765
	ople Summary	
People in Carpool & Vanpools	2911	2825
People in Buses	90	40
People on Motorcycles	17	19
Violators	7	0
Total HOV People	3025	2884
	ne Summary	
Mixed-Flow lanes	5	4
Mixed-flow Vehicles	8214	5550
Mixed-Flow People	9120	6450
Mixed-Flow People/Lane	1824	1613
Trucks on Mainlines	212	176
	ay Summary	0.450
Total Mixed-Flow People	9120	6450
Total HOV People	3025	2884
Total Freeway People	12145	9334
Percent Carried in HOV Lane	24.91%	30.90%
Percent Carried per Mixed-Flow Lane	15.02%	17.28%
Occupancy		
HOV Occupancy	2.25	2.18
Mainline Occupancy	1.11	1.16
Equivalent Number Mixed-flow Lanes		
Needed to carry HOV People	1.66	1.79

^{*}Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30. 9/30/2003 11:00 AM C:\CountData\LA 118 RESEDA 09-10-03.xls





ROUTE 134 VENTURA FREEWAY

Project Limits & Length:

FROM ROUTE 101/170 TO ROUTE 5 5.1 MILES

FROM ROUTE 5 TO ROUTE 2

4.2 MILES

FROM ROUTE 2 TO ROUTE 210

3.6 MILES

Date of Opening:

ROUTE 101/170 TO ROUTE 5

OCTOBER 2, 1995

ROUTE 5 TO ROUTE 2

MARCH 12, 1996

ROUTE 2 TO ROUTE 210

AUGUST 30, 1996

Cost:

ROUTE 101/170 TO ROUTE 5

\$6.6 MILLION

ROUTE 5 TO ROUTE 2

\$5.0 MILLION

ROUTE 2 TO ROUTE 210

\$7.8 MILLION

Current Peak Hr Volume:

878 VEHICLES @ JACKSON ST

Park & Ride Facilities:

2 (HARVEY and VENTURA)

Number of Ingress/Egress:

ROUTE 101/170 TO ROUTE 5

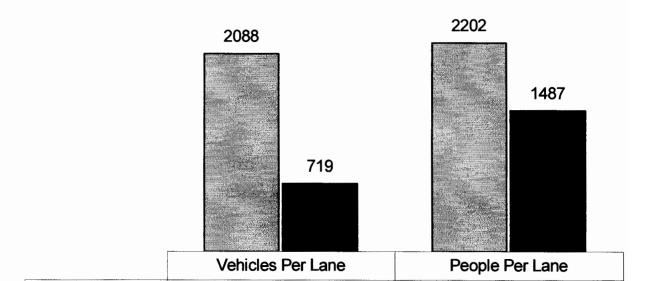
2 IN EACH DIRECITON 2 IN EACH DIRECTION

ROUTE 5 TO ROUTE 2 ROUTE 2 TO ROUTE 210

2 IN EACH DIRECTION

Unique Features:

HOV discontinuity at Route 5 due to connectors of Route 5 to Route 134; HOV lane would have ended up in the #3 lane of the 134 freeway. Therefore, it ends and starts again in the median after 0.8 miles.



2202

1487

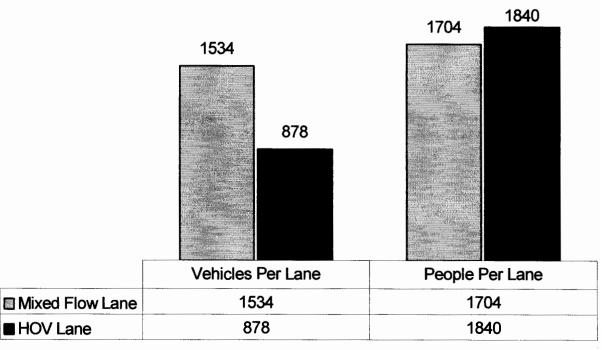
2088

719

Location: LA-134-W/B @ Jackson St. Date/Time: 10-01-03 / 7:30-8:30 AM

■ Mixed Flow Lane

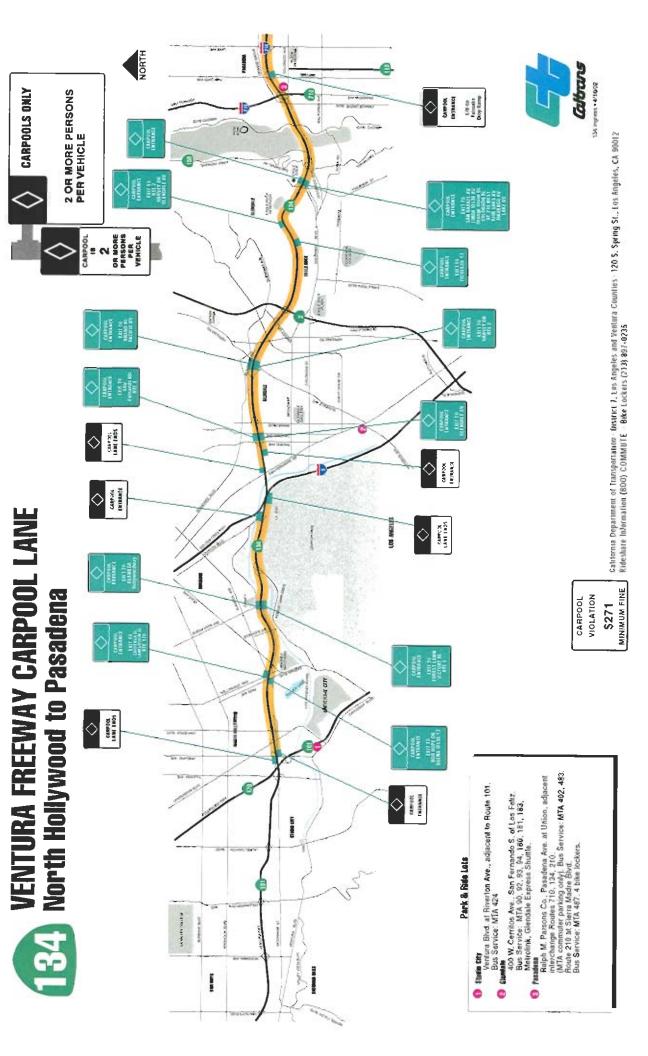
■ HOV Lane



Location: LA-134-E/B @ Jackson St. Date/Time: 09-17-03 / 4:15-5:15 PM

Co. Rte. Dir.	LA - 134 - WB	LA - 137 - EB
Location	JACKSON	JACKSON
Post Mile	7.41	7.41
Date	10/01/03	09/17/03
HOV Peak Hour	7:30 - 8:30 AM.	16:15 - 17:15 PM
Occupancy Requirement	2 +	2 +
HOV VEHI	CLE SUMMARY	
Carpools	683	842
Vanpools	9	18
Buses	0	1
Motorcycles	27	17
HOV lane Violators	5	1
Total Vehicles in HOV Lane	724	879
Carpools Using Mainline	510	594
HOV Ped	ople Summary	
People in Carpool & Vanpools	1460	1822
People in Buses	0	1
People on Motorcycles	27	17
Violators	5	1
Total HOV People	1492	1841
	ne Summary	
Mixed-Flow lanes	5	5
Mixed-flow Vehicles	10440	7668
Mixed-Flow People	11010	8520
Mixed-Flow People/Lane	2202	1704
Trucks on Mainlines	73	91
	ay Summary	
Total Mixed-Flow People	11010	8520
Total HOV People	1492	1841
Total Freeway People	12502	10361
Percent Carried in HOV Lane	11.93%	17.77%
Percent Carried per Mixed-Flow Lane	17.61%	16.45%
Occupancy		
HOV Occupancy	2.06	2.09
Mainline Occupancy	1.05	1.11
Equivalent Number Mixed-flow Lanes		
Needed to carry HOV People	0.68	1.08
*Pook hours are based on the following poor		

^{*}Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30. 10/17/2003 11:34 AM C:\CountData\LA 134 JACKSON 9-17-03.xls





FACT SHEET

ROUTE 170 HOLLYWOOD FREEWAY EXTENSION

Project Limits & Length:

FROM ROUTE 101/134 TO ROUTE 5; 6.1 MILES

Date of Opening:

FEBUARY 11, 1996

Cost:

\$7.3 MILLION

Current Peak Hr Volume:

976 VEHICLES @ SHERMAN WAY

Park & Ride Facilities:

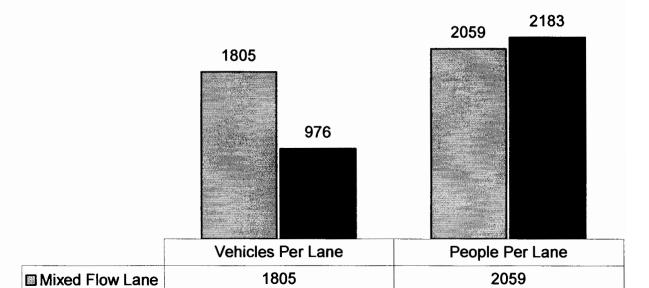
2 (OXNARD and VENTURA)

Number of Ingress/Egress:

2 IN EACH DIRECTION

Unique Features:

Fast track HOV project.

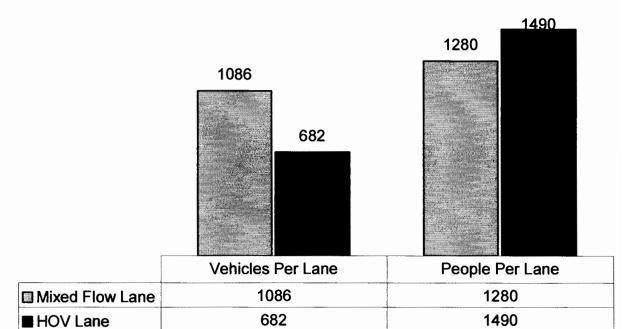


2183

976

Location: LA-170-S/B @ Sherman Way Date/Time: 10-09-03 / 7:00-8:00 AM

■ HOV Lane



Location: LA-170-N/B @ Sherman Way Date/Time: 01-21-04 / 4:15-5:15 PM

Co. Rte. Dir.	LA - 170 - SB	LA - 170 - NB
Location	SHERMAN WAY	SHERMAN WAY
Post Mile	18.27	18.27
Date	10/09/03	01/21/04
HOV Peak Hour	7:00 - 8:00 AM	16:30 - 17:30 PM
Occupancy Requirement	2 +	2 +
	CLE SUMMARY	
Carpools	947	654
Vanpools	8	17
Buses	4	2
Motorcycles	17	9
HOV lane Violators	7	0
Total Vehicles in HOV Lane	983	682
Carpools Using Mainline	925	630
HOV Pec	ople Summary	
People in Carpool & Vanpools	2084	1461
People in Buses	82	20
People on Motorcycles	17	9
Violators	7	0
Total HOV People	2190	1490
	ne Summary	
Mixed-Flow lanes	4	4
Mixed-flow Vehicles	7220	4345
Mixed-Flow People	8235	5120
Mixed-Flow People/Lane	2059	1280
Trucks on Mainlines	96	99
	ay Summary	
Total Mixed-Flow People	8235	5120
Total HOV People	2190	1490
Total Freeway People	10425	6610
Percent Carried in HOV Lane	21.01%	22.54%
Percent Carried per Mixed-Flow Lane	19.75%	19.36%
Occupancy		
HOV Occupancy	2.23	2.18
Mainline Occupancy	1.14	1.18
Equivalent Number Mixed-flow Lanes		
Needed to carry HOV People	1.06	1.16

^{*}Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30. 1/26/2004 9:09 AM C:\CountData\LA 170 SHERMAN WAY 10-09-03.xls





FACT SHEET

ROUTE 210 FOOTHILL FREEWAY

PROJECT LIMITS & LENGTH: FROM ROUTE 134 TO SUNFLOWER AVE

FROM SUNFLOWER AVE TO FOOTHILL BLVD **2.3 MILES**

FROM FOOTHILL BLVD TO SBD COUNTY LINE 6.0 MILES

Date of Opening: FROM ROUTE 134 TO SUNFLOWER AVE

DEC 16, 1993 FROM SUNFLOWER AVE TO FOOTHILL BLVD SEP 08, 1997 NOV 24, 2002

FROM FOOTHILL BLVD TO SBD COUNTY LINE

\$8.9 MILLION

FROM ROUTE 134 TO SUNFLOWER AVE FROM SUNFLOWER AVE TO FOOTHILL BLVD FROM FOOTHILL BLVD TO SBD COUNTY LINE

\$7.0 MILLION **\$91.0 MILLION**

18.5 MILES

Current Peak Hr Volume:

1490 VEHICLES @ SECOND ST

Park & Ride Facilities:

Cost:

5 (SAN GABRIEL/SIERRA MADRE, FOOTHILL/SANTA ANITA,

MYRTLE, BASELINE RD, AND LONE HILL)

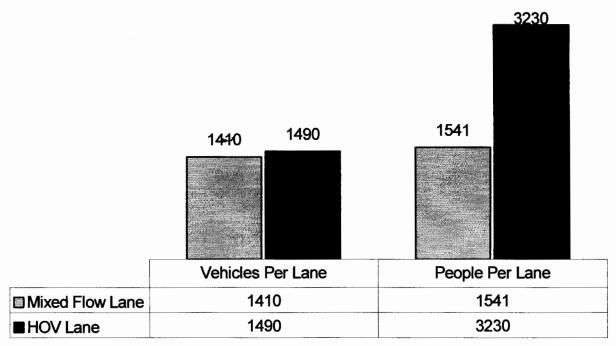
Number of Ingress/Egress:

14 IN EACH DIRECTION

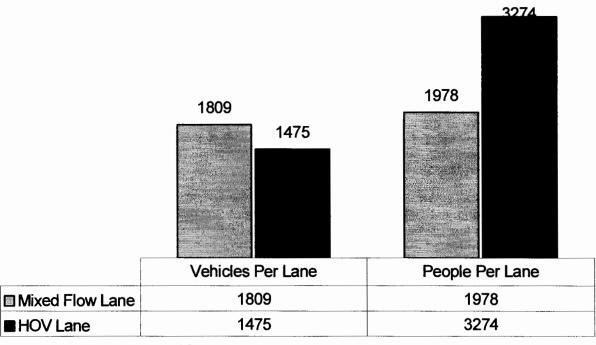
Unique Features:

The 210 Freeway was built within the last two decades. The HOV project was built in 1994. Construction of HOV started as use of the existing median shoulder, but project required removal of shoulder and construction of structural section in the median. Several design features were tested as to start and end of the HOV's, and a direct drop ramp from a city street in Pasadena. The HOV drop ramp at Fair Oaks Avenue was opened on May 30, 1996.

Completion and opening of 14 miles of the new Foothill Freeway (SR-210) between Foothill Boulevard (County of Los Angeles) and Day Creek Boulevard (County of San Bernardino) to connect with six-mile section of the freeway that opened in August 2001 from Day Creek Boulevard to Sierra Avenue. The new freeway segment provides additional freeway capacity and an alternate east/west route for commuters. The project constructed eight lanes of freeway (three mixed-flow lanes and one High Occupancy Vehicle (HOV) lane in each direction) with space for future widening in the median. This new freeway segment connects with I-15, the direct route to Las Vegas.



Location: LA-210-W/B @ 2nd St. Date/Time: 09-24-03 / 6:30-7:30 AM



Location: LA-210-E/B @ 2nd St. Date/Time: 09-23-03 / 4:30-5:30 PM

Co. Rte. Dir.	LA - 210 - WB	LA - 210 - EB
Location	2nd St.	2nd St.
Post Mile	39.12	39.12
Date	09/24/03	09/23/03
HOV Peak Hour	6:30 - 7:30 AM	16:30 - 17:30 PM
Occupancy Requirement	2 +	2 +
HOV VEHI	CLE SUMMARY	
Carpools	1405	1383
Vanpools	21	41
Buses	3	2
Motorcycles	61	49
HOV lane Violators	24	4
Total Vehicles in HOV Lane	1514	1479
Carpools Using Mainline	450	580
HOV Pec	ople Summary	
People in Carpool & Vanpools	3049	3185
People in Buses	120	40
People on Motorcycles	61	49
Violators	24	4
Total HOV People	3254	3278
Mainlii	ne Summary	
Mixed-Flow lanes	4	4
Mixed-flow Vehicles	5640	7235
Mixed-Flow People	6165	7910
Mixed-Flow People/Lane	1541	1978
Trucks on Mainlines	260	277
Freewa	ay Summary	
Total Mixed-Flow People	6165	7910
Total HOV People	3254	3278
Total Freeway People	9419	11188
Percent Carried in HOV Lane	34.55%	29.30%
Percent Carried per Mixed-Flow Lane	16.36%	17.68%
Occupancy		
HOV Occupancy	2.15	2.22
Mainline Occupancy	1.09	1.09
Equivalent Number Mixed-flow Lanes		
Needed to carry HOV People	2.11	1.66
7.755554 (5 54.7) 7.75 7 7 55575	<u> </u>	10.9:20 DM 2:00 5:20

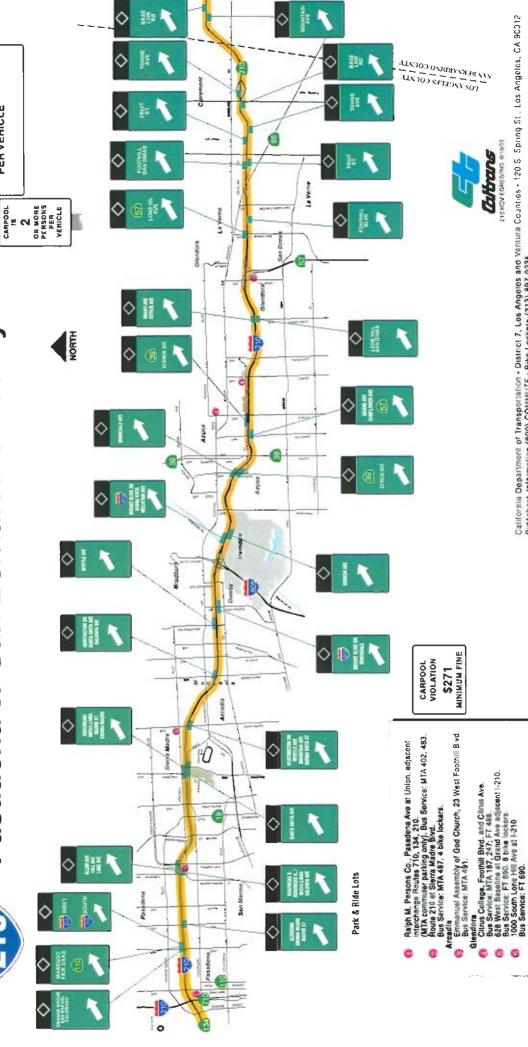
^{*}Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30. 9/30/2003 10:51 AM C:\CountData\LA 210 2nd St 9-23-03.xis



FOOTHILL FREEWAY HOV LANE Pasadena to San Bernardino County

CARPOOLS ONLY

2 OR MORE PERSONS PER VEHICLE



California Department of Transportation - District 7, Los Angelos and Ventura Countres - 120 S. Spring St., Los Angeles, CA 90312 Rideshare information (800) COMMUTE - Bike Lockers (213) 897-0235



FACT SHEET

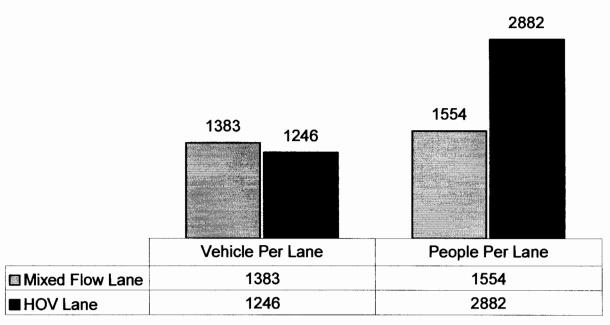
ROUTE 405 SAN DIEGO FREEWAY

Project Limits & Length:	FROM BELLFLOWER BLVD TO ROUTE 605 FROM ROUTE 110 TO 120 TH STREET FROM 120 TH STREET TO CENTURY BLVD FROM ROUTE 101 TO ROUTE 5 FROM ORA CO LINE TO ROUTE 710 FROM ROUTE 710 TO ROUTE 110 FROM WATERFORD TO RTE 101 S/B ONLY	2.2 MILES 7.7 MILES 2.0 MILES 10.1 MILES 7.6 MILES 6.1 MILES 7.8 MILES
Date of Opening:	FROM BELLFLOWER BLVD TO ROUTE 605 FROM ROUTE 110 TO 120 TH STREET FROM 120 TH STREET TO CENTURY BLVD FROM ROUTE 101 TO ROUTE 5 FROM ORA CO LINE TO ROUTE 710 FROM ROUTE 710 TO ROUTE 110 FROM WATERFORD TO RTE 101 S/B ONLY	OCT 02, 1993 APR 08, 1993 JAN 1994 OCT 22, 1996 FEB 12, 1998 OCT 08, 1998 JAN 08, 2002
Cost:	FROM BELLFLOWER BLVD TO ROUTE 605 FROM ROUTE 110 TO 120 TH STREET FROM ROUTE 101 TO ROUTE 5 FROM ORA CO LINE TO ROUTE 710 FROM ROUTE 710 TO ROUTE 110 FROM WATERFORD TO RTE 101 S/B ONLY	\$ 4.8 MILLION \$ 8.3 MILLION \$15.1 MILLION \$29.7 MILLION \$28.2 MILLION \$15.3 MILLION
Current Peak Hr Volume:	1565 VEHICLES @ NORMANDIE	
Park & Ride Facilities:	12 (CHATSWORTH (2), SKIRBALL CENTER, EL SEGUNDO, MARINE, KINGSDALE, VE WARDLOW, LONG BEACH, and BELLFLC	RMONT/182 nd ,
Number of Ingress/Egress:	FROM ROUTE 5 TO ROUTE 101 3 N/B, FROM ORA CO LINE TO RT 710 4 IN E	ACH DIRECTION ACH DIRECTION

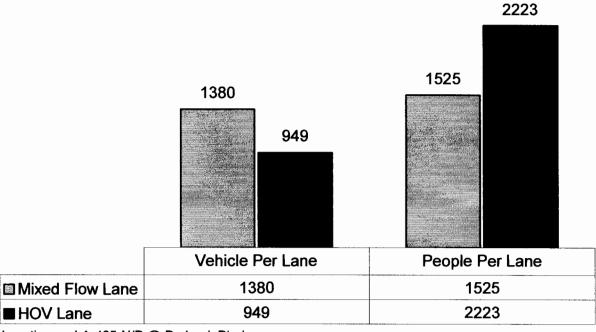
Unique Features:

The HOV facility between 120th Street to Route 110 was opened initially with one ingress/egress location. Two more ingress/egress were approved and constructed in each direction later.

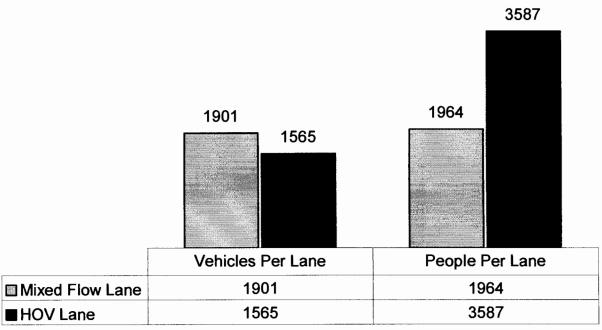
The HOV extension from Route 105 to 120th Street was accomplished by a signing and striping CCO to the Route 105 construction project.



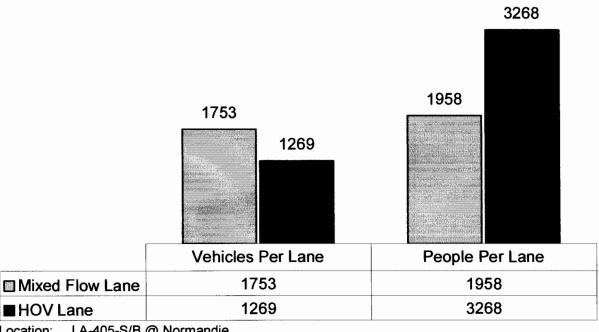
Location: LA-405-S/B @ Burbank Blvd Date/Time: 02-04-04 / 6:30-7:30 AM



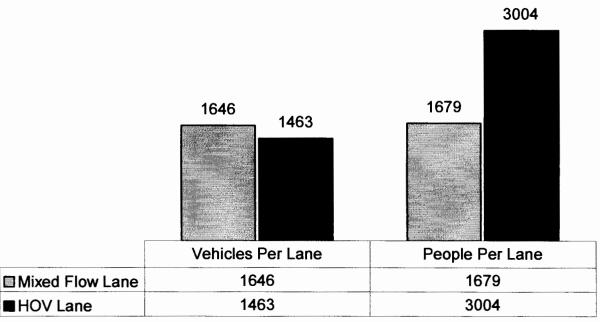
Location: LA-405-N/B @ Burbank Blvd Date/Time: 02-03-04 / 4:15-5:15 PM



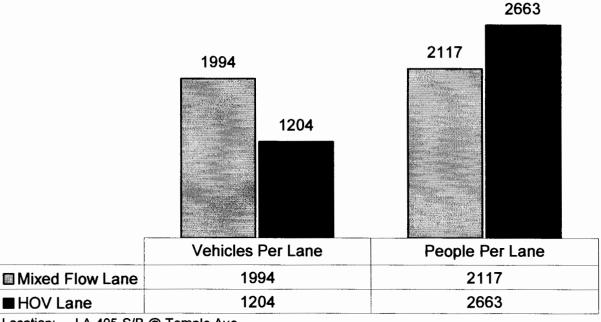
Location: LA-405-N/B @ Normandie Date/Time: 02-05-04 / 6:30-7:30 AM



Location: LA-405-S/B @ Normandie Date/Time: 10-08-03 / 4:30-5:30 PM



Location: LA-405-N/B @ Temple Ave. Date/Time: 01-29-04 / 7:00-8:00 AM



Location: LA-405-S/B @ Temple Ave. Date/Time: 01-27-04 / 4:15-5:15 PM

Co. Rte. Dir.	LA - 405 - SB	LA - 405 - NB
Location	BURBANK	BURBANK
Post Mile	40.28	40.28
Date	02/04/04	02/03/04
HOV Peak Hour	6:30 - 7:30 AM	16:15 - 17:15 PM
Occupancy Requirement	2 +	2 +
	CLE SUMMARY	
Carpools	1198	885
Vanpools	19	47
Buses	5	3
Motorcycles	24	14
HOV lane Violators	4	3
Total Vehicles in HOV Lane	1250	952
Carpools Using Mainline	610	510
HOV Ped	ople Summary	
People in Carpool & Vanpools	2658	2139
People in Buses	200	70
People on Motorcycles	24	14
Violators	4	3
Total HOV People	2886	2226
Mainlir	ne Summary	
Mixed-Flow lanes	4	4
Mixed-flow Vehicles	5530	5520
Mixed-Flow People	6215	6100
Mixed-Flow People/Lane	1554	1525
Trucks on Mainlines	184	121
Freewa	ay Summary	
Total Mixed-Flow People	6215	6100
Total HOV People	2886	2226
Total Freeway People	9101	8326
Percent Carried in HOV Lane	31.71%	26.74%
Percent Carried per Mixed-Flow Lane	17.07%	18.32%
Occupancy		
HOV Occupancy	2.31	2.34
Mainline Occupancy	1.12	1.11
Equivalent Number Mixed-flow Lanes		
Needed to carry HOV People	1.86	1.46
45	raciad sociates AM 6:2	

^{*}Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30. 2/23/2004 9:42 AM C:\CountData\LA 405 BURBANK 2-3-04.xls

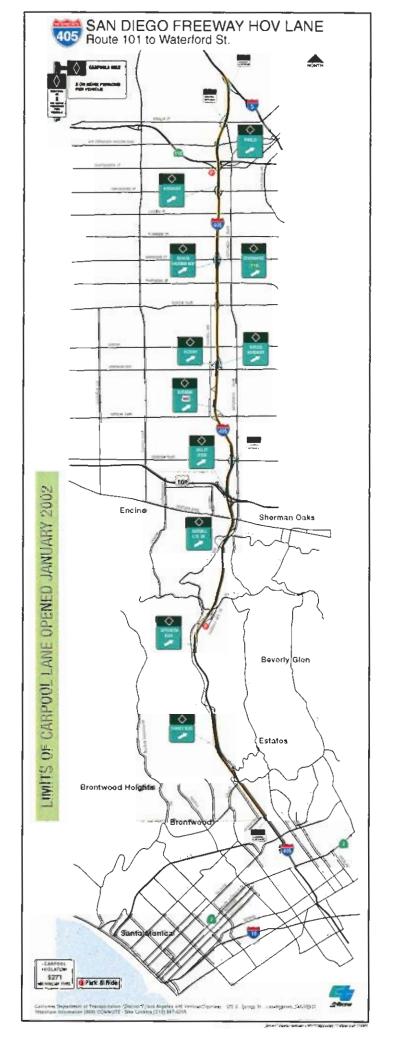
Co. Rte. Dir.	LA - 405 - NB	LA - 405 - SB
Location	NORMANDIE	NORMANDIE
Post Mile	13.81	13.81
Date	02/05/04	10/08/03
HOV Peak Hour	6:30 - 7:30 AM	16:30 - 17:30 PM
Occupancy Requirement	2 +	2 +
	CLE SUMMARY	
Carpools	1483	1166
Vanpools	34	60
Buses	8	12
Motorcycles	40	31
HOV lane Violators	6	5
Total Vehicles in HOV Lane	1571	1274
Carpools Using Mainline	210	690
HOV Ped	ople Summary	
People in Carpool & Vanpools	3307	2837
People in Buses	240	400
People on Motorcycles	40	31
Violators	6	5
Total HOV People	3593	3273
	ne Summary	
Mixed-Flow lanes	4	4
Mixed-flow Vehicles	7605	7010
Mixed-Flow People	7855	7830
Mixed-Flow People/Lane	1964	1958
Trucks on Mainlines	167	165
	ay Summary	
Total Mixed-Flow People	7855	7830
Total HOV People	3593	3273
Total Freeway People	11448	11103
Percent Carried in HOV Lane	31.39%	29.48%
Percent Carried per Mixed-Flow Lane	17.15%	17.63%
Oc	cupancy	
HOV Occupancy	2.29	2.57
Mainline Occupancy	1.03	1.12
Equivalent Number Mixed-flow Lanes		
Needed to carry HOV People	1.83	1.67

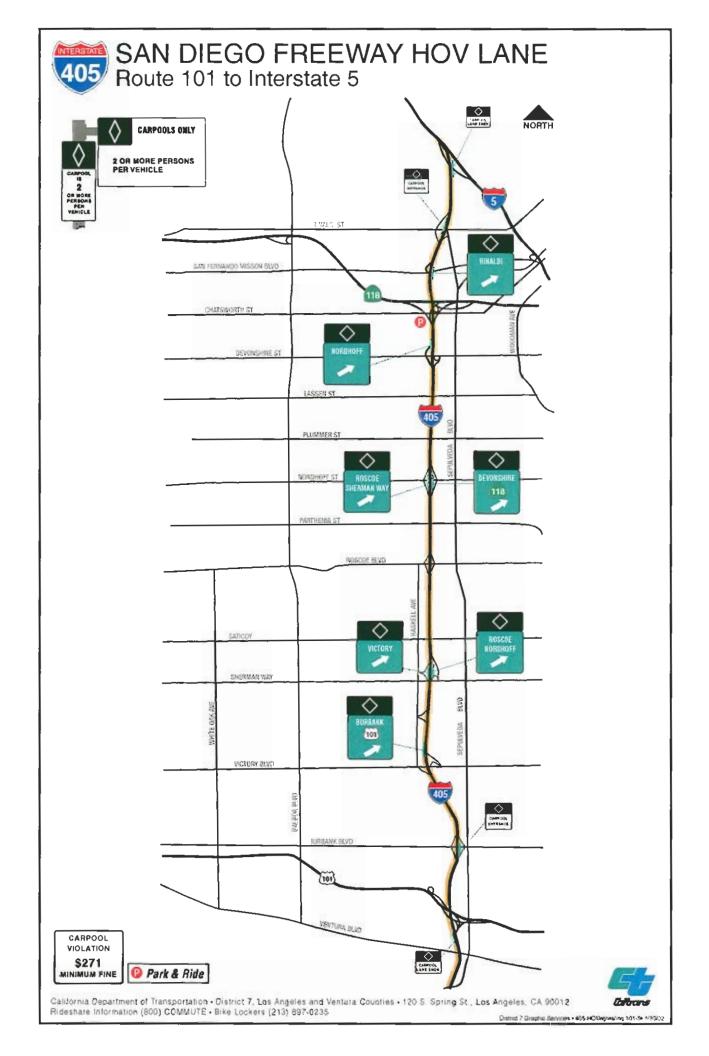
^{*}Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30. 2/23/2004 10:05 AM C:\CountData\LA 405 NORMANDIE 10-08-03.xls

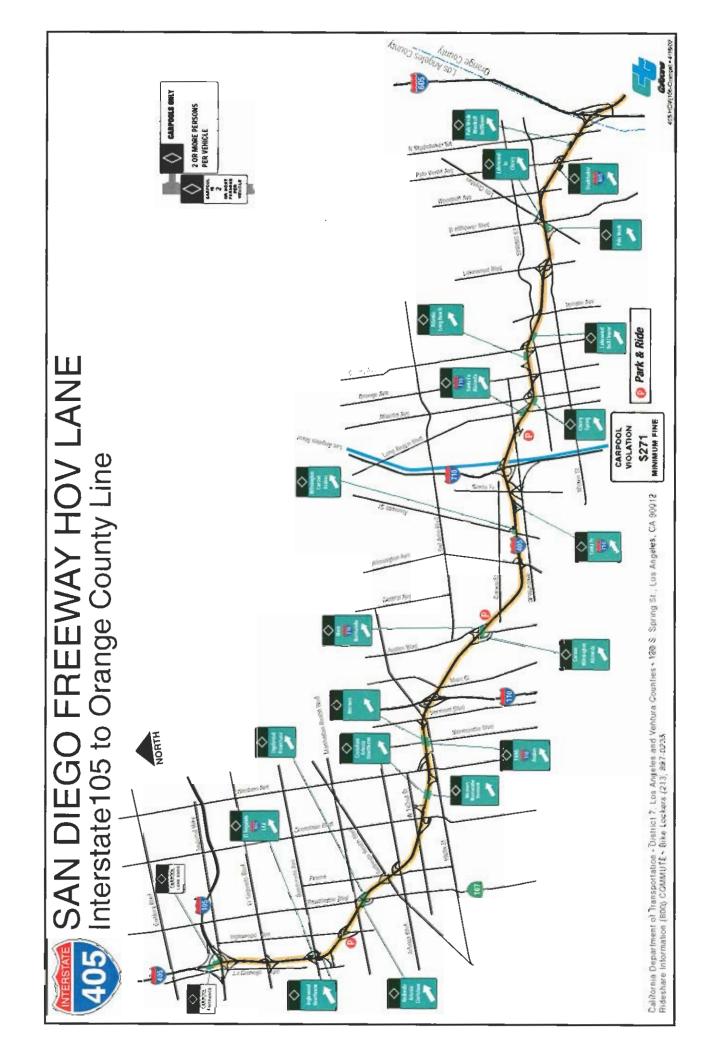
HOV Operation on Route 405

Co. Rte. Dir.	LA - 405 - NB	LA - 405 - SB
Location	TEMPLE	TEMPLE
Post Mile	4.33	4.33
Date	01/29/04	01/27/04
HOV Peak Hour	7:00 - 8:00 AM	16:15 - 17:15 PM
Occupancy Requirement	2 +	2 +
	CLE SUMMARY	_
Carpools	1400	1102
Vanpools	19	64
Buses	1	1
Motorcycles	43	37
HOV lane Violators	0	2
Total Vehicles in HOV Lane	1463	1206
Carpools Using Mainline	132	522
HOV Ped	ople Summary	
People in Carpool & Vanpools	2960	2606
People in Buses	1	20
People on Motorcycles	43	37
Violators	0	2
Total HOV People	3004	2665
	ne Summary	
Mixed-Flow lanes	5	5
Mixed-flow Vehicles	8232	9972
Mixed-Flow People	8394	10584
Mixed-Flow People/Lane	1679	2117
Trucks on Mainlines	117	100
	ay Summary	
Total Mixed-Flow People	8394	10584
Total HOV People	3004	2665
Total Freeway People	11398	13249
Percent Carried in HOV Lane	26.36%	20.11%
Percent Carried per Mixed-Flow Lane	14.73%	15.98%
Occupancy		
HOV Occupancy	2.05	2.21
Mainline Occupancy	1.02	1.06
Equivalent Number Mixed-flow Lanes		
Needed to carry HOV People	1.79	1.26

*Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30. 2/20/2004 12:28 PM C:\CountData\LA 405 TEMPLE 01-27-04.xls









FACT SHEET

ROUTE 605 SAN GABRIEL RIVER FREEWAY

7.0 MILES

Project Limits & Length: FROM SOUTH ST. TO TELEGRAPH RD

FROM TELEGRAPH RD TO ROUTE 10

9.9 MILES FROM ORA. CO. LINE TO SOUTH ST. **3.8 MILES**

FROM SOUTH ST. TO TELEGRAPH RD Date of Opening:

APR 2, 1997 FROM TELEGRAPH RD TO ROUTE 10 APR 3, 1998 **MARCH 2001** FROM ORA. CO. LINE TO SOUTH ST.

Cost:

FROM SOUTH ST. TO TELEGRAPH RD **\$14.1 MILLION \$17.3 MILLION** FROM TELEGRAPH RD TO ROUTE 10 FROM ORA. CO. LINE TO SOUTH ST. **\$12.4 MILLION**

Current Peak Hr Volume:

1402 VEHICLES @ BEVERLY BLVD

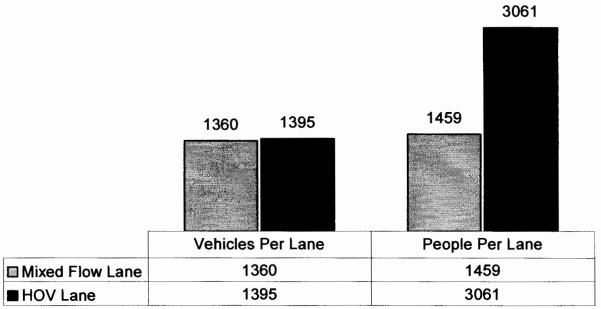
Park & Ride Facilities:

2 (HOXIE and DURFEE)

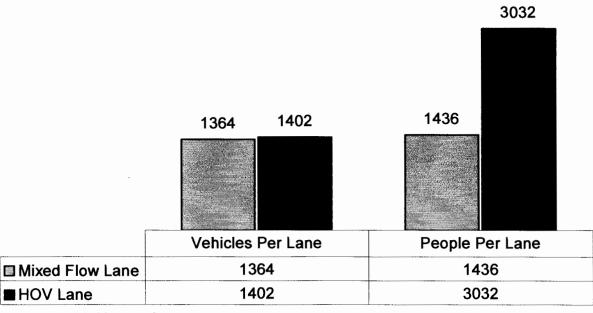
Number of Ingress/Egress:

4 S/B, 4 N/B FROM ORA. CO. LINE TO TELEGRAPH RD FROM TELEGRAPH RD TO ROUTE 10 6 S/B, 5 N/B

Unique Features:



Location: LA-605-S/B @ Beverly Blvd. Date/Time: 03-10-04 / 7:00-8:00 AM



Location: LA-605-N/B @ Beverly Blvd. Date/Time: 03-09-04 / 4:30-5:30 PM

Co. Rte. Dir.	LA - 605 - SB	LA - 605 - NB
Location	BEVERLY	BEVERLY
Post Mile	14.41	14.42
Date	03/10/04	03/09/04
HOV Peak Hour	7:00 - 8:00 AM	16:30 - 17:30 PM
Occupancy Requirement	2 +	2 +
	CLE SUMMARY	
Carpools	1362	1346
Vanpools	12	24
Buses	3	4
Motorcycles	18	28
HOV lane Violators	1	1
Total Vehicles in HOV Lane	1396	1403
Carpools Using Mainline	305	245
HOV Ped	ople Summary	
People in Carpool & Vanpools	2943	2934
People in Buses	100	70
People on Motorcycles	18	28
Violators	1	1
Total HOV People	3062	3033
	ne Summary	p
Mixed-Flow lanes	4	4
Mixed-flow Vehicles	5440	5455
Mixed-Flow People	5835	5745
Mixed-Flow People/Lane	1459	1436
Trucks on Mainlines	579	530
	ay Summary	
Total Mixed-Flow People	5835	5745
Total HOV People	3062	3033
Total Freeway People	8897	8778
Percent Carried in HOV Lane	34.42%	34.55%
Percent Carried per Mixed-Flow Lane	16.40%	16.36%
Occupancy		
HOV Occupancy	2.19	2.16
Mainline Occupancy	1.07	1.05
Equivalent Number Mixed-flow Lanes		
Needed to carry HOV People	2.10	2.11

^{*}Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30. 3/12/2004 10:14 AM C:\CountData\LA 605 BEVERLY 03-09-04.xls

